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BALTIMORE, OCTOBER 23, 1913.

LESS HASTE MEANS LESS WASTE IN NATIONAL LEGISLATION.

The time lost by the House of Repre-
sentatives in jockeying for a recess since
the passage of the income tax law three
weeks ago could have been very profit-
ably spent in legislation amending that
law. The legislation not only could
have remedied serious defects in the
law, quite apparent while it was being
considered and emphasized by its be-
coming an accomplished fact, but also
might have had the salutary effect of
curbing the ambition to make a time
record in the passage of the currency
law, quite as revolutionary as the in-
come tax law, but farther reaching in
its possibilities. The latter was directed
especially against less than half a
million persons, but in its practical ap-
plication is likely to affect more or less
unnecessarily a far larger number.
In the soundness and efficiency of the
currency law, however, every man,
woman and child in the country is per-
sonally and vitally interested. The
more urgent, therefore, is the necessity
for deliberation and investigation, re-
gardless of party politics, in the fram-
ing of the currency law.

With the income tax law as the cri-
terion of what not to do in framing the
currency law, if the waste that comes
from haste is to be avoided, the follow-
ing mistakes may not be made:

Interchangeable use of words having
different meanings.

Ignorance about the political status
of constituent parts of the United
States.

Failure, in making amendments, to
apply them to every part of the bill
that should be affected by them.

Neglect of fundamental facts of the
law that should underlie any law.

Disregard of constitutional principles
by which any statute must be measured.

Every one of these mistakes was
made in framing the income tax law,
in some cases in the grossest manner.
Because of them difficulties have al-
ready been created for the Internal
Revenue office trying to prepare rules
and regulations for the administration
of the law. Because of them incalcul-
able trouble and a great unnecessary ex-
pense have been provided for taxables
under the act, some of which are sug-
gested on page 49 of this issue of the
MANUFACTURERS RECORD, and some of
them so vital as to warrant the belief
that the operation of the law will be
impeded, if not actually prevented, by
litigation growing out of them.

Instead of taking a recess on the pre-
text of having nothing to do until the
Senate acts upon the currency bill, the
House of Representatives ought to
spend at least ten days—no longer time
would be required—in amending the in-
come tax measure, not yet a month old.
Personal idiosyncrasies of promoters of
the measure should not be permitted to
intervene, nor should desire to main-
tain party reputation have any weight
in this connection. Party character is
of far more importance than party
reputation, and the reputation for
speed in enacting a law will go to pot
if the results of that speed demonstrate
that the legislators have a character
not qualified to legislate safely and
soundly.

It is far better to acknowledge an
error and to correct it than to attempt
to maintain a position of infallibility
against obvious facts. Nor can resist-
ance to necessary correction be justified
by claims that criticism implies en-
mity. Criticism of the income tax law
is based upon its glaringly manifest im-
perfections, and the most strenuous
criticism has been made by members of
the political party which would claim
the credit for the law. The criticism
has been based upon the conviction that
if there is to be an income tax law, it
must be equitable and workable and
constitutional.

BANKS AND THEIR INTERESTS.

At the present time it is especially
important that the bankers of the coun-
try, while having due regard to the
interests of their stockholders and the
safety of the money of their depositors,
be as liberal as safety will permit in
meeting the needs of their customers.
A banker's first duty is to his deposi-
tors. They have put their money with
him in trust, and this demands the
utmost care in handling it. The next
duty is to the stockholders, for they
have furnished the money for the or-

ganization of the bank. The depositors
and the stockholders necessarily are to be
considered before the interests of
borrowers. To a very large extent bor-
rowers have an entirely mistaken idea
as to this situation. Many of them seem
to think that their requirements come
first. If they have fair credit or good
collateral they cannot see any reason
why banks should not lend money to
them. If, however, these borrowers
were officers or directors of a bank,
charged with a solemn responsibility of
acting as trustees for their depositors
and stockholders, they would then see
the matter in a very different light.
There is probably no banker in the coun-
try with any sense of personal respon-
sibility who has not passed many a
sleepless hour at night when pondering
over the dangers that confronted the
banking situation in times of depres-
sion or panic.

Granting all these things as self-
evident truths—for at least they should
be self-evident to every intelligent man
—it is nevertheless important for the
good of the country at the present time
that banks should as far as may be safe
protect the interests of the borrowers.
It is not a time for the calling of loans
if it is possible with safety to continue
loans. It is not a time to make any
hard and fast rule to contract all lend-
ing operations, because if this be done
many a concern will fail which might
otherwise be carried over to the return
of good times. This is a time for action
on the part of bankers for just as much
liberality as they can possibly show
while safeguarding the interests for
which they are trustees. While protecting
their depositors and stockholders
they must also realize that unless they
can protect their borrowers they will
lose much of their business. Many of
the great business concerns of the coun-
try have grown from small things
through the careful nursing of their
bankers.

FOR WHAT AND FOR WHY?

Southern cities which have been en-
couraged to bid for the 1914 meeting of
the "Southern Commercial Congress,"
with all the privileges, rights, immunities
and—expenses thereunto appertaining,
will read with interest the following
credited by the Houston (Tex.)
Post to Clarence J. Owens, "Managing
Director" of the "Congress":

It was thought for a while to hold the
1913 Congress in Houston, but Mobile was
chosen instead because Alabama was the
home of Senator Morgan, and it was thought
fitting to meet there in the year of the
opening of the Panama Canal. There will
be only two more conventions of this Congress,
and the last will be at Washington,
so Houston must get the meeting next year
or not have it at all.

But why should Houston or any other
city want to have the next meeting?

And what is to become of the "South-
ern Commercial Congress" and its
"Managing Director"? Is it to dis-
appear by way of the "Permanent Com-
mission on Agricultural Co-operation,"
or is it to be absorbed by the "Southern

Settlement and Development Organiza-
tion," which, following upon the ac-
quisition of an appropriation of \$30,
000 by the Maryland Legislature, has al-
ready assembled at least five "officials"?

But what has all of this to do with
the real material advancement of the
South?

Echoes of five empty years answer.
What?

THE RAILROAD SITUATION AS IT AFFECTS THE COUNTRY.

In their weekly review of the iron
market, Matthew Addy & Co. of Cin-
cinnati, say:

In view of the fact that the railroads are
not purchasers except for small lots, it is
remarkable what a tonnage of finished ma-
terials the country is absorbing. Were the
railroads in financial shape to buy what
most of them really need, there would be
such a demand for iron and steel materials
that our productive capacity would be taxed
to the utmost. The weakest spot in the
country today is found in the railroad situa-
tion. Many of the railroads are not now
able to satisfactorily handle their business.
Their equipment is in bad order and ship-
pers are having all kinds of trouble. Unless
the railroads are able to get enough money
to keep themselves in shape to properly do
business, the whole country will suffer, for
they are, to use a banking term, the real
medium of exchange. Coke has been active,
but the railroads are not handling it
promptly, and a little later in the season
there is bound to be trouble in getting for-
ward enough coke to keep furnaces and
foundries satisfied.

The situation presented here is one
demanding careful study of shippers,
and, indeed, of all business men. That
business, even despite the general dull-
ness in many lines of trade, is expanding
more rapidly than railroad facilities
is seen in every direction. This is
only the fulfillment of predictions which
the MANUFACTURERS RECORD has per-
sistently made for the last five or ten
years. While business is entirely free
from any such activity as is seen dur-
ing boom periods, and, indeed, while in
many respects it lacks snap and activ-
ity, it is a fact of profound significance
that the country, even under these con-
ditions, is absorbing an enormous
amount of iron and steel, the heaviest
production of cement in the history of
the trade, and cotton goods to such an
extent as to insure a strong market for
all the cotton the South will produce.
The situation is an unusual one, and
the study of it is of importance to every
interest. Under these less than normal
conditions of business activity railroads
are overcrowded with freight, business
is hampered by their inability to handle
it promptly, and railroad wrecks are
the order of the day.

Persistently for the last five years
the MANUFACTURERS RECORD has pointed
to the coming of this situation, and said
that the time was not far distant, un-
less the railroads of the country could
be practically rebuilt, when men would
almost take their lives in their hands
when they had to travel on some of the
railroads of the country. The situation

is not the fault of the railroads. They are up against a stone wall. They cannot butt it down; they cannot climb over it; they cannot go under it; they cannot get around it. That stone wall is the impossibility of getting money adequate to the needs of the hour. Billions and billions of money are needed for the rebuilding and reconstruction of railroads. If there should come within the next two or three years prior to the expenditure of these billions any great spurt of activity in general business, a considerable proportion of the railroad mileage of the country would physically collapse. This would be hard on the railroads, but it would be still harder on the people at large. Every man who travels would suffer. Every man who ships or receives or uses anything that is shipped, and that necessarily means every man in the country, would suffer from the delays and losses due to this railroad breakdown.

And then there is another feature interesting in this connection. If the country, under the inactivity now prevailing, can consume so vast an amount of cement and iron and steel and cotton goods and others things, as it is at present using, how will it be possible for the manufacturing interests of the country to meet the demand which will ultimately come with the next boom period? Booms come and go, and we may count with absolute certainty that some time within the next few years there will be another great boom in all business activities; manufacturing enterprises will again be crowded to their limit; railroads will break down under the stress of business, and our productive capacity will not be equal to our consumptive requirements.

If the working of the present tariff makes such a condition impossible, then the economic changes, which work out despite the efforts of man, will bring about changes in tariffs; for this country will not long live under any condition which produces prolonged depression. If it tries a fiscal policy and finds that the results are not satisfactory, it will soon make a change at the ballot box. What, therefore, will be the future of the transportation interests of the country under these conditions? How shall our railroads find the money that is needed for the welfare of the public to be expended in railroad building? The spirit of hostility which has been developed during the last 10 or 12 years against railroads, and which originally was largely due to the mismanagement of railroads in former years, has made it well nigh impossible to secure any great increase in capital for railroad work. We may rant against the railroads without end, we may criticize some of their mistakes, we may point out inequalities in freight rates, we may denounce imperfect track and inadequate equipment; but none of these things will help the railroads to improve their track, to secure better equipment, or to do the things which will make possible the facilities required by the public. No greater problem faces this country than that of the increasing shortage in railroad facilities, as compared with the necessities of the country; but so long as the cost of railroad operations is being largely increased, so long as railroads are forced to keep up the endless chain of higher wages, so long as taxes and other burdens are laid upon them with a heavy hand, it will be absolutely impossible for them to do the things

which their officials know just as well as the public need to be done.

Here and there one hears the suggestion that the present conditions will ultimately lead to Government ownership. That would be disastrous to all interests in the country. It would simply be carrying paternalism step by step to a final ownership of everything by the Government. And yet it is not at all improbable that the time is in sight when money cannot be secured for railroad building except on the indorsement by the National Government of railroad securities. Before this works out, however, the railroads would have been wrecked physically and financially.

The problem of the nation is the study of this situation.

REASONS WHY THROUGH TRUNK HIGHWAYS ARE NEEDED.

In giving an account of a recent investigation of the road-building work in progress throughout Maryland, the *Baltimore Sun*, after referring to the wonderful change that has taken place in the northern section of the State, especially in Garrett county, under the influence of new roads, said:

And the automobiles seen yesterday bore the tags of Virginia, West Virginia, Pennsylvania, District of Columbia, New York, Massachusetts, Connecticut, Rhode Island, Ohio and Illinois, as well as Maryland. With the completion of the road it is expected that the motorists will come in by the thousands and that many of the beautiful locations will be bought up by men from the North and West. Already the values of real estate on the line of the improved roads have increased from 100 to 250 per cent., and land that went begging a few years ago is now held at stiff prices.

This road is intended to be a part of a thorough system from Baltimore to Pittsburgh. It is because it is a through line of road that it was crowded with automobiles from so many States. The *Sun* calls attention to the fact that along these improved roads there has been an increase to the value of land from 100 to 250 per cent.; that property which went begging a few years ago is now held at stiff prices.

Confirming these statements, members of the Road Commission, in an interview with the MANUFACTURERS RECORD, added:

"The owners of property are making individual improvements in keeping with the good roads and the increased prosperous conditions afforded. Homes and farm buildings are being painted, grounds improved, and means of increasing the farm products inaugurated. The fact that hauling to market is made more economical adds an incentive to the farming work.

The beneficial influence of the improved highways is noticed in the everyday affairs of the people, so that it is apparent that the benefits are not only for through travelers, but of even more importance for the dwellers and property owners within the sphere of influence of the modern well-built highways."

The people who have thought that these through highways are only valuable to the tourists have very little conception of the meaning of good roads to the welfare of the country. Even, however, if these roads were used only by the tourists and the pleasure-seeking automobile owners, they would be worth more than their cost, because the tourist is always the forerunner of the broad material development of a country.

It has been the tourist who has

largely influenced the upbuilding of the whole South, as it was the tourist who helped to bring about the amazing progress of California. No other class of people spend so much money in a community; no other class invest so largely in the long run in its development as the tourist. There are thousands of permanent settlers in the South who are among its leading citizens, and most largely identified with its development, who went there as tourists because of climatic or scenic attractions. Everything that can be done to increase the tourist business is of pre-eminent importance to this section. Every move that can be made by counties, towns, cities, States and railroads to influence the tourist travel to the South is helpful to the broadest development of every interest.

The coming of the tourist means more hotels, a larger demand for the products of the local farms, a heavier freight business to the railroads, the investment of money by men of means, who sooner or later become more closely identified with local development. Study the factors which have brought about the splendid growth of Asheville, of almost any town in Florida, of New Orleans, San Antonio and other places throughout the South, and it will be found that the climate-seeking tourists who have endeavored to escape from the rigors of Northern and Western winters have been the foremost men in this development.

The suggestion, therefore, that has been made by some people, that through highways, connecting the North and West with the South, are not so important as improved short highways, radiating from towns and cities, have not, we think, given proper weight to the tourist business upon material development. These through highways must of necessity be to every section what a trunk line railroad is to a country. One might as well say that a railroad stretching from the North to the South with its through cars for freight and passenger business, was not so important as would be a lot of small, disjointed railroads radiating out from towns, and having no connection with other towns, or with any through system, as to say that short lines of good roads are more important than trunk-line highways. If there should be radiating out, for instance, from Charlotte or Atlanta a dozen short lines of railroad stretching into the surrounding country 25 or 30 miles, and then there would be long gaps before another railroad radiating from some other town was reached, the conditions would be identically the same as compared with the value of through lines as would a system of short highways radiating from a town as compared with through highways connecting whole sections. There must be the trunk-line railroad, with its feeders stretching out into all sections, and the building of the trunk line is the essential starting point. The feeders spread out as the possibilities of trade develop.

In the same way the whole country needs some great trunk highways, built of the most solid material in the most substantial manner. Then from these highways other roads would radiate, and the immense value which the former would be to the whole community would quickly stimulate the building of the shorter roads.

The time is rapidly coming when the progress of this country will have reached a point where the railroads

will be wholly incapable of handling the traffic. The growth of this traffic will be so great that it will over-tax all existing roads, and all the facilities which the railroads can provide. To a large extent this increase in traffic beyond the increase in railroad facilities must be taken care of by automobiles and motor trucks. With good trunk-line highways it would be possible for the motor-truck business to be developed to such a point that the country would be immeasurably benefited without injury to the railroads by the development of motor-truck hauling. This cannot be done, except to a limited extent, if these highways are disconnected and mud holes take the place here and there of what ought to be a continuous unbroken line of solid roadway.

Maryland is doing great road building, and one of the important features of its road work is that when completed these roads will be through highways linking Baltimore and the North by continuous lines; Baltimore and Washington by a splendid boulevard, and Baltimore and Pittsburgh by a road destined to be part of a system which will make a through line to much of the West.

What Maryland is doing every State in the South should do. Many of them are vigorously at work, but none of them can move too rapidly in this road campaign.

Elsewhere in this issue we publish an account of the Quebec-Miami Highway, by Frederick J. Smith, for many years a leading manufacturer of Bridgeton, N. J., who, as a tourist to Florida, became so charmed with the State that he has made his winter home there. Mr. Smith now gives much of his life, from altruistic motives, to the development of road building. He is an enthusiast on the Quebec-Miami road. His article shows what has already been accomplished on that highway. Great work has been done, but the road will be incomplete, and, to a large extent, its value will be minimized until every one of the bad spots to which he refers has been eliminated. As a forerunner of a system of roads that must be built, this Quebec-to-Miami road deserves the heartiest co-operative work of every town and county through which it passes. But broader work must be done in the future. This highway, as well as others, must be made a continuous line so solidly and substantially constructed that it will be available for motor-truck business throughout the entire year. This is the consummation to which roadmakers in the South and elsewhere must look.

TO SPEND MONEY IN ALABAMA STEEL OPERATIONS.

President James A. Farrell of the United States Steel Corporation, in giving testimony in New York, is reported by the New York *Journal of Commerce* as follows:

Mr. Farrell gave many particulars relating to the comparative rates by rail and water from Birmingham and Pittsburgh to New York and Galveston and the Gulf ports and to Brazil. The Steel Corporation, he said, did not as yet manufacture steel products at its large plant at Birmingham, but expected to do so, as it proposed to spend \$15,000,000 more to diversify the products manufactured there. Birmingham was the natural point of origin for pig-iron and railroad materials. In the event of a regular line being established from the Gulf ports, he considered it would be a large advantageous factor, as in its absence pig-iron would have to be shipped in berth steamers via New York.

ROAD BUILDING ENTHUSIASM NEEDED.

The *Wilmington Star* calls on the people of North Carolina to take a more enthusiastic interest in the good roads days of November 5 and 6, in accordance with the proclamation of Governor Craig. Every paper in North Carolina, and in every other State in which the governor announces such days, should concentrate its efforts on arousing public interest in the matter. There are hundreds of miles of roads in North Carolina that could be made passably good by the work of the community in a two days' effort. There are hundreds of miles that could be cleared of some of the obstructions that now add to the burden of every traveler over them.

Every farmer in North Carolina is daily paying the toll of the heavy cost of hauling loads over bad roads, the toll of wear and tear on vehicles and harness and horses, and the toll of the higher cost of everything which he buys. Unless the people of the State are enthusiastically aroused to a study of this situation, they will not go at the work of the two days' road building in a spirit to accomplish results. They ought to catch something of the enthusiasm which inspired the people of Missouri when hundreds of thousands of people devoted two days to the betterment of roads resulting in dispatches being sent out by the Associated Press to all the daily papers of the land about what Missouri was doing in road building.

If a few leading men in every part of the State will call public meetings for the purpose of arousing an interest in the subject, and if the newspapers will unite in a campaign of this kind, it will be possible to accomplish great results to the good of every interest in the State. The MANUFACTURERS RECORD repeats the statement that it made advisedly some weeks ago when it said:

The man who does most to bring about the building of good, substantial, well-kept roads, good in winter as in summer, will do the most for the advancement of the educational, religious and material interests of this country.

What applies to North Carolina in this respect is, of course, equally true as to every other State in the South.

THE SOUTH SHOULD ACT.

The suggestion made last week in the MANUFACTURERS RECORD, that the South should begin an active campaign to bring about the utilization of foreign ores at South Atlantic and Gulf ports, should be given prompt attention. It was stated that if the iron and steel interests based on foreign ores should be strongly developed in the East it would be difficult to transfer the industry to the South, and hence the importance of early work to get the benefit of the vast discoveries of ores in Cuba, Brazil and elsewhere tributary to this country. Three separate enterprises are now in a formative stage to build furnace plants near New York, and commenting on this *Financial America* of New York makes the claim that that city is the strategic location for such an industry. It says:

New York city is the natural receiving center for the importation of ores from South America, Mexico, Cuba, Nova Scotia, Newfoundland, Sweden, Norway and Spain. In addition, New York city is the center for the receipt and distribution of coal, and this in turn furnishes the basis for a cheap fuel production. These combined advantages give to New York a position which will be unrivaled in the production of pig-iron.

Cheap pig-iron production is the prime factor in cheap steel production. The export of iron and steel manufactures is the significant feature of our export trade. Since

a New York location means a low cost, it is not too much to believe that eventually there must be a centering of steel works and rolling mills in this vicinity.

This centering of steel works and rolling mills should be in the South, but unless the South moves rapidly in that direction New York and other North Atlantic cities will capture the industry.

GOOD EXAMPLE TO FOLLOW.

The Byrd-Matthews Investment Co. of St. Louis, Mo., a holding company for several industrial concerns, including two lumber companies and two railroads, writing from Helen, Ga., under date of October 2, 1913, states:

We are glad to state that in the purchase of considerable steel rails, bolts, spikes, nut locks, sawmill machinery in general, Shay engines, main-line locomotives, pumps, dredging machinery, boilers, engines, belting, log loaders, log cars, freight and passenger coaches, drykilns, electrical machinery, etc. (in fact, our requirements cover a pretty wide range), we invariably refer to the classified lists in the MANUFACTURERS RECORD, asking your advertisers for prices on whatever we happen to be in the market for. We do this because we have found that the people who advertise with you are reliable.

One of the concerns in which this company is interested is the Byrd-Matthews Lumber Co., Helen, Ga., and another is the Alsop Process Co., St. Louis, Mo. The latter company is a development company for various kinds of inventions, electrical appliances and electrical machinery.

This is the way our advertising columns are used by many people, though a considerable proportion do not advise the advertisers as to where they saw their advertisements, nor do they advise us, as the Byrd-Matthews Company has done, as to its policy.

A SUGGESTION TO LAUNDRY MACHINERY MAKERS.

The farmers around Chatfield, Minn., have organized The Farmers' Co-operative Laundry, at which it is said the washing is done for 125 families at an average cost of 58 cents a week. *Leslie's Weekly* in reporting this says:

It has revolutionized farm life in that community, for it has taken two days' drudgery out of each week.

There are dozens of towns throughout the South where it would seem possible to establish laundry enterprises of this kind. They ought to be made profitable from the investment point of view, but if they could be made to pay expenses and at the same time lessen the drudgery of the work of the women on the farms and in the villages of the South, where, as in other sections, labor is scarce, they would do a great work. The laundry machinery manufacturers of the country might profitably undertake a campaign to interest the people in the small villages and towns to establish co-operative laundries, for any move of this kind which can lessen the drudgery of the work of the women adds to the progress of civilization and brings greater happiness as well as greater wealth to the community.

ENTIRELY SATISFACTORY.

J. E. Burnett, chairman of County Commissioners of Crossville, Tenn., writing in regard to a sale of county bonds recently advertised in the MANUFACTURERS RECORD, says:

The advertisement in the Record was entirely satisfactory to the commissioners, as it brought numerous inquiries and bids for the same; but no bid was accepted on account of not coming under the requirements of the act authorizing them.

Defects in Income Tax Law.

Unless the Congress takes immediate steps to amend the income tax law as to payment at the source, the difficulty in enforcing the law may reach the point of the law in that particular, if not as a whole, being declared null and void.

Such a result would defeat one of the purposes of the law, which is to secure sufficient revenue for the support of the Government to overcome the expected deficit in customs dues consequent upon the revision of the tariff.

Such a result might make necessary an emergency issue of bonds to meet the current expenses of the Government.

The defect which should be immediately remedied, not only for the enlightenment of the Internal Revenue Office at Washington, in its framing of instructions to collectors of internal revenue for the administration of the law, but also to save from a mass of trouble and expense to taxpayers desiring to meet the law's requirements, is that provisions as to withholding the income tax at the source of the income impair the obligation of contracts involved in the execution of bonds and mortgages, leases, agreements as to salaries, commissions, etc.

This vital defect in the income tax measure as it came from the House of Representatives was recognized in the Senate and effort was made to remedy it by means of the following amendment:

"Where under the terms of the contract entered into before this act takes effect, the payment to which the taxable person is entitled is required to be made without any deduction by reason of any tax imposed, the obligor shall not be compelled to make such deduction or withhold the income tax, but shall give notice to the collector of the payment made, and the said sum shall in that case, for the purposes of this act, be computed as a part of the income of the taxable person. If the obligor fails to give such notice he shall be personally liable for the income tax if the same is not paid by the taxable person. No such contract entered into after this act takes effect shall be valid in regard to any federal income tax imposed upon a person liable to such payment."

That Senate amendment was numbered 542. The report of the committee of conference on the tariff bill, including the income tax section, contained the following:

Amendment numbered 542: That the House recede from its disagreement to the amendment of the Senate numbered 542, and agree to the same with amendments as follows: In lieu of the matter inserted by said amendment restore the matter stricken out by said amendment, etc.

The remarkable phrasing of that paragraph indicates that, perhaps, it was intended to retain in the bill the portion of the Senate amendment, 542, providing against impairment of the obligation of contracts, the main purpose being to restore portions of the House bill cut out by the Senate. This conjecture is strengthened by the fact that a complement to the needed provision as to the validity of contracts existing at the time of the passage of the income tax act is found in paragraph E of the act containing the clause:

Nor shall any contract entered into after this Act takes effect be valid in regard to any Federal income tax imposed upon a person liable to such payment.

That provision is a perfectly legal one as applicable to contracts entered into since the passage of the act. But it cannot apply to perfectly legal contracts ex-

isting at the time of the enactment of the income tax law.

It is difficult to understand how the office of the Internal Revenue Commissioner can frame legal regulations to overcome the defect noted without sacrificing revenue expected under the income tax law, or without begetting double taxation.

The far-reaching effects of this situation are suggested as one considers different phases of the measure.

Withholding at the Source.

The provision requiring the normal tax of individuals to be withheld at the source of the income, that is to say, when the payment by the source exceeds \$3000 a year, is the germinal difficulty in the law. It appears in two forms, not entirely in harmony, in paragraph D and paragraph E. In paragraph D it reads:

All persons, firms, companies, copartnerships, corporations, joint-stock companies or associations, and insurance companies, except as hereinafter provided, in whatever capacity acting, having the control, receipt, disposal or payment of fixed or determinable annual or periodical gains, profits, and income of another person subject to tax, shall in behalf of such person deduct and withhold from the payment an amount equivalent to the normal income tax upon the same and make and render a return, as aforesaid, but separate and distinct, of the portion of the income of each persons from which the normal tax has been thus withheld, and containing also the name and address of such person or stating that the name and address or the address, as the case may be, are unknown: Provided, that the provision requiring the normal tax of individuals to be withheld at the source of the income shall not be construed to require any of such tax to be withheld prior to the first day of November, nineteen hundred and thirteen: Provided, further, that in either case above mentioned no return of income not exceeding \$3000 shall be required.

In paragraph E the provision is:

All persons, firms, copartnerships, companies, corporations, joint-stock companies or associations, and insurance companies, in whatever capacity acting, including lessee or mortgagor of real or personal property, trustees acting in any trust capacity, executors, administrators, agents, receivers, conservators, employers, and all officers and employees of the United States having the control, receipt, custody, disposal, or payment of interest, rent, salaries, wages, premiums, annuities, compensation, remuneration, emoluments, or other fixed or determinable annual gains, profits, and income of another person, exceeding \$3000 for any taxable year, other than dividends on capital stock, or from the net earnings of corporations and joint-stock companies or associations subject to like tax, who are required to make and render a return in behalf of another, as provided herein, to the collector of his, her or its district, are hereby authorized and required to deduct and withhold from such annual gains, profits, and income such sum as will be sufficient to pay the normal tax imposed thereon by this section, and shall pay to the officer of the United States Government authorized to receive the same; and they are each hereby made personally liable for such tax.

In this connection should be read paragraph C:

There shall be deducted from the amount of the net income of each of said persons, ascertained as provided herein, the sum of \$3000, plus \$1000 additional if the person making the return be a married man with a wife living with him, or plus the sum of \$1000 additional if the person making the return be a married woman with a husband living with her; but in no event shall this additional exemption of \$1000 be deducted by both a husband and a wife: Provided, That only one deduction of \$1000 shall be made from the aggregate income of both husband and wife when living together.

This paragraph is explanatory of the provision in paragraph E:

In all cases where the income tax of a person is withheld and deducted and paid

or to be paid at the source, as aforesaid, such person shall not receive the benefit of the deduction and exemption allowed in paragraph C of this section except by an application for refund of the tax unless he shall, not less than thirty days prior to the day on which the return of his income is due, file with the person who is required to withhold and pay tax for him, a signed notice in writing claiming the benefit of such exemption and thereupon no tax shall be withheld upon the amount of such exemption.

In Case of Married Couples?

The provision in paragraph C referring to the \$1000 exemption in the case of happily married persons in addition to the individual exemption of \$3000, is the only portion of the law in which the taxation of married persons is specifically mentioned. It is easy to understand that in the case of husband and wife, each having an independent income greater than the \$3000 exempted, each will be subject to the income tax, although one of them will be subject to the exemption of \$4000.

For example, A has an income of \$5000 and his wife has an income of \$4000. A claims the exemption of \$4000 and pays \$10 income tax and his wife pays \$40 income tax, or his wife claims the exemption and pays no taxes while he pays \$50 on his full income.

But, in the absence of any further reference to aggregate income of man and wife, the proviso that only one deduction of \$4000 shall be made from the aggregate income of both husband and wife suggests a difficulty. Paragraph D says that no return of an income not exceeding \$3000 shall be made. Does that mean that in case either one of a married couple has an income less than \$3000 that income shall not be returned for taxation?

For example, B has an income of \$4000 and his wife has an income of \$400. Their aggregate income is \$4400. If the wife's income is not to be returned and B is exempt under the provision as to a married couple, no tax will be levied in their case. If, however, the aggregate income of husband and wife is taxable as one income, a tax of \$4 will be paid.

In these examples the simplest propositions have been used. The importance of a clear understanding is emphasized when there come to be considered larger incomes, including salaries, gains and profits from a number of sources, the supertax on incomes greater than \$20,000 and the various deductions allowable.

Again, which provision as to the method of making return of the tax by the source of the income is to guide, the one in paragraph D, which does not specify officers and employees of the United States among the possible payers of income at the source and, though calling for withholding and deducting the tax from the income, does not say that it is to be paid to anybody, or the one in paragraph E, which mentions both requirements and, in addition, states that the return is not to include income in the shape of dividends upon the capital stock of corporations subject to the tax?

Paragraph C allows the additional exemption of \$1000 in the case of a married person. But neither in paragraph D nor in paragraph E is such additional exemption mentioned, except indirectly in the sentence in paragraph E setting forth the method of claiming the benefit of the exemption.

The loose-jointed thought in the framing of these paragraphs is typical of the law. Reference has been made to it as a warning to taxables that they scan every provision carefully.

When Shall Tax Withholding Begin?

Even were clarity assured as to primary exemption from the normal tax, and, consequently, as to the amount of tax to be withheld by the source of the payment of

an income, there would still be doubt as to the time when withholding of the tax should take place.

One fact is certain. The tax must be withheld by the source at some time not later than March 1 in any year on account of the tax for the preceding calendar year. That is about the only certain fact. In this connection it would be difficult to regard as an income any sum of money until it has been derived from the source by the taxable. No one becomes a taxable under this law until he has received an amount of money greater than the amount exempted from the tax.

For example, C is employed at a salary of \$500 a month. In 12 months of the calendar year his income from that source would amount to \$6000. C is a married man living with his wife. Therefore, \$4000 of his \$6000 income would be exempt, and, if he should receive 12 months' salary his employer would be obliged to pay \$20 tax withheld from \$2000 of the annual income.

Is the employer obliged to withhold the \$20 from the last monthly payment made to C in the calendar year, or must he withhold a proportionate amount from other monthly payments? If the latter obligation shall maintain, when must the proportionate withholding begin?

On January 1, 1914, C may expect to receive \$500 a month for 12 months from his employer. But eight months must pass before his employer shall pay him an amount that will place him among the individuals liable to the income tax. Provided C then files his claim for \$4000 exemption, the employer might possibly have the power to begin to withhold with the ninth month's payment \$5 a month from C's salary.

The Obligation of Contracts.

Another element of uncertainty would intervene if C should have a formal contract with his employer by which the latter should promise to pay him \$500 a month for 12 months. In such an event, would there not be a conflict with a fundamental principle for the conservation of civilized society recognized in the Constitution of the United States, and emphasized in judicial opinions?

Paragraph 1 of section 10 of article 1 of the Constitution of the United States forbids any State from passing a law impairing the obligation of contracts. Paragraph 3 of section 9 of article 1 forbids the Congress to pass any *ex post facto* law. Article 10 provides that powers not delegated to the United States by the Constitution are reserved to the States, respectively, or to the people. The only means of delegating additional powers to the United States is an amendment to the Constitution. Even if the United States, through Congress, should undertake to pass a law impairing the obligation of contracts, a law forbidden to any State, the United States would be barred by the *ex post facto* provision of the Constitution.

Again, which provision as to the method of making return of the tax by the source of the income is to guide, the one in paragraph D, which does not specify officers and employees of the United States among the possible payers of income at the source and, though calling for withholding and deducting the tax from the income, does not say that it is to be paid to anybody, or the one in paragraph E, which mentions both requirements and, in addition, states that the return is not to include income in the shape of dividends upon the capital stock of corporations subject to the tax?

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seal. And in aid of the validity of a corporate bond it will be presumed that a seal attached is the corporate seal, and not the private seal of the agent. In general, such bonds as are ordinarily issued by corporations, drawn payable to bearer, and intended for sale in the public market, are to be regarded and treated as negotiable instruments. They are also regarded as chattels, in so far as to relieve them from defenses and burdens incident to choses in action merely, and to give them a merchantable and vendible quality. The obligations of a corporation upon its bonds are, in general, the same as those of a natural person. Coupons of interest warrants, though originally issued as appendant to bonds, are transmutable into independent contracts for the payment of the interest they represent, by detaching and delivering pursuant to the intent of the obligors. After they are detached from the bonds, they are in law treated and regarded as bank bills, currency, or the original bonds. And the possession of the coupons is presumptive evidence of a right to receive the interest covered by them. Although the bonds of a corporation are made payable at its office, and in a particular manner, yet if at the maturity of the bonds the company has no office at the place designated a demand of payment elsewhere is sufficient. And the fact that a coupon attached to a negotiable bond is, by its terms, payable at a particular place, does not render presentation for payment at that place a condition precedent to an action thereon. The holder of bonds issued by a corporation, payable to bearer, may maintain an action on them in his own name.

As the income tax measure was passing through the Congress, it may be repeated here for emphasis, efforts were made to save it from invalidation by providing that—

Where under the terms of a contract entered into before this act takes effect, the payment to which the taxable person is entitled is required to be made without any deduction by reason of any tax imposed, the obligor shall not be compelled to make such deduction or withhold the income tax.

In the secrecy of the conference committee this wise and safe proviso was cut out of the bill. But the fact that the effect of legal contracts existing before the passage of the act should have been considered is emphasized by the provision in paragraph E of the act:

Nor shall any contract entered into after this act takes effect be valid in regard to any Federal income tax imposed upon a person liable to such payment.

In view of this situation thus outlined, it is obvious that any individual or corporation trying to observe the income tax law by withholding the tax from a payment which is contracted to be made in full to a creditor will be subject to proceedings at law for the recovery by the creditor of the amount withheld, if, indeed, bankruptcy proceedings shall not be instituted. Such action, however, would be sure to bring the law before the United States Court, and it is not hard to predict what the event would be in such a case.

Confusing Capital and Income.
The sixteenth amendment to the Constitution, effective after February 27, 1913, permitted the Congress to levy an income tax without apportionment among the States. But it did not give the Congress the power to include principal, or capital, with income. In the income tax law, however, there are two or three instances of such a confusion of capital and income.

In paragraph B all interest paid within the year by a taxable person on indebtedness is allowed as a deduction in computing the net income for the purpose of the normal tax. Debts due the taxpayer actually ascertained to be worthless and charged off within the year are also allowed as deductions. But a debt due a person is principal. The interest on it is income, but if the debt were paid the money received in settlement of it could not be regarded as income. Therefore Congress had no constitutional authority to allow as a deduction debts due the taxpayer and charged off within the year as

worthless. This fact is emphasized by the change made in the bill as to the proceeds of life insurance policies. In the bill as introduced in the House of Representatives on April 7, "the proceeds of life insurance policies paid upon the death of the person insured," were, according to context, included in the net income of a taxable person. The error was quickly discovered by business minds, and, in spite of the confidence of the promoters of the bill that they were not mistaken, the provision was radically changed and in the law reads:

The proceeds of life insurance policies paid upon the death of the person insured or payments made by or credited to the insured, on life insurance, endowment, or annuity contracts, upon the return thereof to the insured at the maturity of the term mentioned in the contract, or upon surrender of contract shall not be included as income.

The proceeds of life insurance policies are principal, or capital. Applying to such proceeds the law as to debts due the taxpayer but charged off as worthless, the failure to receive payment on insurance policy would permit the amount of the policy to be deducted in computing the net income for taxation. Neither the money received in settlement of a debt nor the money proceeds in payment of an insurance policy is income, actual or potential.

But the recognition of bad debts as deductible from income implies that money received in settlement of debt is income.

Developing 56,000 Horse-Power.

The Eastern Tennessee Power Co. of Nashville has about completed its second hydro-electric development on the Ocoee River, this plant being located about seven miles north of the company's dam and power-house at Parksville. It will soon begin transmitting electricity from this second plant, developing about 26,000 horse-power, thus increasing its present capacity to about 56,000 horse-power. This electricity is being widely distributed; the capacity of the first plant has been sold, and the output of the newly-completed development is in large demand at Chattanooga, Athens, Cleveland, South Pittsburg, Maryville and other cities.

Sanford Products.

The Commercial Club of Sanford, Fla., in its annual crop report shows that during the past season from 1722 tilled acres in the Sanford section were shipped 3790 carloads of vegetables and other farm products valued at \$1,570,275, an average of about \$912 an acre. The products included 4000 barrels of Irish potatoes, 70,000 bushels of sweet potatoes, 125,000 bushels of corn, 42,000 watermelons, 2700 tons of hay, 21,500 boxes of citrus fruits, 350,000 crates of lettuce, 450,000 crates of celery and 310,000 crates of miscellaneous articles.

Columbus.

Secretary Willis B. Powell of the Board of Trade of Columbus, Ga., writes to the MANUFACTURERS RECORD that at the last meeting of the organization J. D. Massey, treasurer of the Eagle & Phenix Mills of Columbus, estimated the Georgia cotton crop of 1913 at a value of \$157,200,000, and that it was also stated that the hydraulic power of the Chattahoochee Falls, owned by the Columbus Power Co., would develop 125,000 horse-power at low water.

Satisfied.

The Swan Machinery Co. of Joplin, Mo., which in a recent issue advertised 25 second-hand Atlas engines for sale, writes:

"This advertising has been very satisfactory to us."

Miami's Future and Reclamation of the Everglades.

[Special Correspondence Manufacturers Record.]

Miami, Fla., October 18.

When the war with Spain was on and it was deemed necessary to mass considerable bodies of troops at convenient points for sending them to Cuba in case of need, Miami was chosen as one of the places for establishing camps, and for a number of months in 1898 a large force was held in camp here. The town was then one of negligible size—a mere dot on the map of Florida's east coast, south of what had thitherto been settleable and cultivable territory. By 1900 the population had advanced to 1681 according to the census of that year, and in 1910 it had grown to 5475. Conservative estimates now place it at 8000 to 10,000, and its enthusiastic citizens call it the "Magic City."

Its reputation rests principally upon its qualities as a winter resort for wealthy people desirous of escaping from the rigors of Northern winters, and tourists to the number of something like 100,000 come here each season between the months of November and May. One of the great

Flagler hotels, the Royal Palm, is located here, and it is supplemented by a number of smaller hosteries, capable of caring for thousands of guests. Biscayne Bay spreads smoothly out along the city's front, separated from the Atlantic Ocean by a narrow peninsula, which protects it from the storms that sweep the larger body, making it a favorite harbor and cruising ground for scores of yachts and launches annually brought to anchor in its land-locked waters.

Being the farthest south of Florida's popular resorts, and having, therefore, the mildest winter climate of any, Miami naturally attracts those who desire summer's warmth in midwinter, and thus secures a certain patronage to which other winter resorts do not appeal. This class of visitors increases as the years go by, and will unquestionably continue to grow as the fame of the Miami climate takes a broader sweep. So that as a winter resort the future of Miami seems assured.

But while winter tourists continue to come by ever-increasing thousands, and to spend with Miami hotels and Miami merchants continually increasing thousands of dollars, and while the people would be loth to lose that immense patronage, the city has really outgrown its dependence upon the revenue thus poured into the arteries of its commerce and broadened into a place of general all-the-year business, capable of caring for itself and living off the legitimate products of an excellent contiguous country. As this country settles up—and it is being settled as rapidly, perhaps, as any other section of the State—Miami will become the financial and commercial capital of a region of increasing business importance and purchasing power, and will thus continue to progress strongly and surely.

For some years Miami has occupied a place in the front rank of the shippers of Florida citrus fruits, having undisputed primacy in the matter of grapefruit, of which it sends out now one-third of the product of the State. In other fruits and vegetables its proportion of the State's production are 93 per cent. of avocados, 84 per cent. of limes, 81 per cent. of mangoes, 78 per cent. of guavas, 60 per cent. of cocoanuts, 63 per cent. of tomatoes, 48 per cent. of peppers, 48 per cent. of squashes, 45 per cent. of lemons, 22 per cent. of beans. It also ships other fruits and vegetables in large quantities. The returns from these fruits and vege-

tables are large, and the profits to those who exercise care and intelligence in their cultivation and sale are great. Both the growing of citrus fruits and the production of vegetables, however, are still in their infancy in the Miami section, and the output will increase rapidly in the next few years, many young groves being just now on the way to maturity, while thousands of acres yet uncleared will be set to trees and planted to truck in the near future. Only recently it has been discovered that a body of land lying in the neighborhood of Homestead, 26 miles south of here, is especially adapted to the production of grapefruit, and there has been a great demand for acreage by residents of this city, who look upon it with special favor and wish to secure and hold it for their own use. The area of this peculiar soil is limited, and there is little of it on the market. If it pays as well as it promises, another considerable community will spring up there to pay tribute to Miami.

Back of Miami, to the west, lie the great Florida Everglades, an expanse of territory so little explored until recently that it is covered in the minds of the people with the glamor of romance. With the drainage of this immense body of land, some 4,000,000 acres, the productive country tributary to Miami will be greatly extended, and the city will profit largely from it. The Everglades are being drained by the State, which is cutting a number of large canals through them. It is expected that the State's work will be completed within two or three years, when the land will be ready for still further preparation by the digging of lateral canals and farm ditches. There is no question of the richness and productiveness of the soil when properly drained, as it is composed of a vegetable muck, highly nitrogenous, and capable of producing truck of practically all kinds, citrus fruits, sugarcane, hay, grain and most of the field crops, including long-staple cotton. Large bodies of these Everglades lands have been purchased by private companies, divided into small farm units and sold to people from all over the country, so that it is but a matter of time, and drainage, when they will be thickly settled and highly productive.

By the way, there has been so much said about companies and individuals that have exploited these lands unduly and made sales by false representations as to time of availability, that simple justice seems to demand that I take occasion to tell with what good faith one, at least, of the Everglades companies is carrying out its promises. The Everglades Sugar & Land Co., formed by the merger of several other companies, purchased thousands of acres of Everglades lands, and sold many tracts to persons who desired to cultivate them. When these sales were made it was represented that the State would finish the digging of a sufficient number of principal canals to admit of the company's finishing the drying of the lands by digging laterals and ditches. As the work on the big canals progressed it was seen that it would not be done as soon as had been thought, and the company found itself in the attitude of having sold land to many people upon promises that could not be fulfilled within the time named if it waited for the State to complete its work. It therefore employed engineers to survey its property and let it know what could be done to keep faith

with its patrons. The engineers, after making a comprehensive survey, reported that while they believed the plans being worked out by the State were all right, and that the land could be rendered fit for cultivation as at first figured out, it would take a considerably longer time than had been fixed, and that to enable purchasers to utilize their lands at the time promised it would be necessary for the company to build dikes and erect pumping plants to remove the surplus water in the wet seasons.

Acting upon the recommendation of these engineers, the company has undertaken to dike and drain some 27,000 acres. The first dikes were built around the "Davie Farms" tract, containing 2000 acres, upon which 75 or more families are now living and farming. The tract is divided by one of the big canals, having 1300 acres on the south side and 700 acres on the north. The pumping plant on the south side has been completed, with the exception of roofing the building, and has already been used. It is equipped with two 60-horse-power engines and boilers, made by the Erie City Iron Works, and two 24-inch Worthington rotary pumps. The pool from which the intake is made is so arranged that in wet weather the laterals and ditches drain into it from all parts of the tract, and the water is pumped into the big canal, while in dry weather the gates can be shifted so that the pool will be filled with water pumped from the big canal until it rises sufficiently high to fill the laterals and ditches, and through them irrigate the entire tract.

The 700 acres on the north side of the canal have been diked, and the pumping plant is well on the way to completion. Its equipment consists of two 40-horse-power gasoline engines, built by the Western Gas Engine Co. of Los Angeles, and two 20-inch Worthington rotary pumps. The intake pool will be arranged like that on the south side, so that the pumping station can be utilized either as a drainage or an irrigating plant as occasion may demand. These two tracts will thus be absolutely assured against calamity by either flood or drouth.

The same company is now arranging to dike and drain about 25,000 acres of what it calls its "Sugar Tract." The pumping station to be installed will be a very large one, with a capacity of 550,000 gallons a minute. I understand this new work will be begun at once and pushed as rapidly as possible to completion.

While on the subject of the Everglades I would like to tell of the growing things I saw on the occasion of a recent trip to the "Davie Farms" mentioned above, but space forbids. I will say, however, that I saw sugar-cane, corn, Irish potatoes, sweet potatoes, hay crops that make 15 to 20 tons per acre per year; tomatoes, beans, cabbage, collards, papayas, alligator pears, guavas, oranges, grapefruit, and I think a number of others that do not now occur to me. Sugar-cane makes a heavy crop, and there will probably be a strong effort made to encourage its growth on a large scale, as it is believed it will prove a most profitable staple. The far-southern location of these Everglades lands gives assurance that the cane will be practically safe against frost, while the character of the soil assures a large annual yield.

Before returning to "our mutton," which is Miami in this instance, I wish to state that the trip I took into the Everglades was made in an automobile; that I was eight miles up the big canal, and that the run from this city, 26 miles, was made in a fraction over an hour. Which shows that roads can be built in the Glades.

Miami must of necessity profit largely

by the redemption and cultivation of this immense tract of highly potential land. It will be covered with farms and villages, producing things to sell which will, in turn, bring back money with which to buy, and this city's retail stores, wholesale establishments, industrial plants and manufacturing concerns will share in the prosperity thus brought about. This will be the financial and commercial center of that great development—its main shipping station, its chief trading point.

There has been a wonderful growth in Miami since my last visit two years ago, and it is as solid and substantial as it has been rapid. Real estate values in the business district having risen, the buildings now being erected are running to six and eight stories, equipped with elevators and other conveniences, and carrying all the hall marks of city structures. The business district covers many blocks on a number of streets, and there is not about the city any of that ephemeral appearance that generally marks the resort town. The fact is the time has come in Miami when the winter tourist is an incident rather than the chief object of the city's being.

While the future of Miami must rest largely upon the agricultural development of the contiguous country, it nevertheless has some industrial establishments that add considerably to its prosperity. Several ice plants do a big business in making ice for use in the shipment of vegetables, fruits and fish. Sawmills and woodworking plants do a large business and employ many people. A number of big fishing firms make large annual catches of Spanish mackerel, mullet and other varieties of food fish, and ship more than 1000 tons a year to Northern and Western markets. A number of wholesale houses are doing a good business in supplying the retail establishments located in tributary territory. The banks are strong and prosperous, and there is an air of permanency and substantiality about the city generally.

The appearance of thrift and progress is largely augmented just at this time by the large amount of work being done by several companies that are developing suburban additions. Prominent among these are two or three that are working on the peninsula between Biscayne Bay and the Atlantic. This peninsula is a long, low, narrow body of land, covered naturally by a dense growth of trees and brush—a regular jungle, no less—over a large portion of which the water rises at high tide. Many acres of this have been filled up to a considerable height above sea level by pumping in the sand from the bottom of the bay; trees and brush have been cut away, roads have been laid out and graded, and the place begins to give evidence of a beautiful suburban addition to come. The Collins interests, which are among those engaged in making these improvements, have built a bridge across the bay, connecting the peninsula with the mainland. This bridge is 2½ miles long. The same people are building a pavilion and swimming pool on the ocean side, right down near the beach, with the intention of making a place of recreation and amusement for the thousands of visitors who come to Miami during the winter months. Hundreds of thousands of dollars are being spent to render this peninsula one of the beauty spots of this easily and greatly beautified section.

Miami is about to begin the permanent paving of its principal streets, the material to be used being brick, wood block or sheet asphalt, or perhaps all of them. The streets have been paved for several years with native stone, which makes a fine

country road and an excellent street for a smaller town, but with the heavy traffic which the past year or two have brought to Miami the streets thus laid have proven too soft, and a harder substance must be put down to withstand the wear. Dade county, of which Miami is the county-seat, has some 400 miles of roads surfaced with this rock, and more delightful roads for automobiling are not to be encountered anywhere.

As illustrating the rapidity with which roads have been built in the East Coast section of Florida, I will relate here an incident of which I learned while making the Everglades trip mentioned above. Mr. Charles Mack, the young man who took me on that trip, was the first to drive an automobile from Jacksonville to Miami. He was sent out as a pathfinder by an automobile concern somewhere in the North. It took him 19 days to make the trip, and much of the way he drove his machine on the railroad ties. Many streams he could only cross on the railroad bridges. He arrived in Miami on

the day Taft was inaugurated, March 4, 1909, less than five years ago. Nineteen days driving 300 miles! Now he does the distance in 17 hours! The progress along general lines has kept fully abreast of the road building.

Miami is just now getting ready for a celebration to run from January 5 to January 10, which it hopes to make a permanent annual affair. A large fund has been subscribed by the business men to prepare the city for the event and to advertise it, and it is expected that the town will have more people in it at that time than ever before at any one time in its history. The program has not yet been arranged, and nobody can tell what will be on it, but one feature of great interest will be the motor boat racing, the prizes for which being such that it is thought they will attract the fastest of the aquatic fliers from all parts of the country. Other features equally interesting will no doubt be arranged, and the celebration will be noteworthy in many respects.

GEO. BYRNE.

Quebec-Miami International Highway.

By FREDERICK T. SMITH, Bridgeton, N. J.

At the first American Road Congress, held in Richmond, Va., in November, 1911, there were delegates from all the Atlantic Coast States and from the Province of Quebec. It was found that there was a modern stone highway already built practically all the way from New York city to

Washington, D. C., and that the Capital-to-Capital Highway Association, under the leadership of Leonard Tufts of Pinehurst, N. C., was working for a road from Washington to Atlanta, leading from the National Capital down through the capitals of the States of Virginia, North and South Carolina and Georgia. The Florida people were at work pushing a modern highway down the East Coast from Jacksonville through St. Augustine, Daytona and Palm Beach to Miami, a distance of 366 miles, and the people in the Province of Quebec on the north wished to extend the road from Montreal down the majestic St. Lawrence to Quebec, 185 miles, so all these interests and many others joined hands to bring about the construction of a road from Quebec clear through to Miami, and as a result the Quebec-Miami International Highway Association was formed.

The road extends through regions of great historic interest and of great scenic beauty. Finally, and most important of all, the road will form the main north and south artery through the most densely-populated section of North America. The 10 States, together with the District of Columbia and the Province of Quebec, through which the road leads, have a total population of 31,936,000, nearly one-third of the total population of continental United States and Canada.

There are no less than 21 cities of more than 50,000 population along or contiguous to the Quebec-Miami road. Eleven of them—Quebec, Canada; Schenectady, Troy and Yonkers, N. Y.; Hoboken, Camden, Elizabeth City and Trenton, N. J.; Wilmington, Del.; Savannah, Ga., and Jacksonville, Fla.—have more than 50,000 but less than 100,000. Eight others—Montreal, Albany, Jersey City, Newark, Paterson, Washington, Baltimore and Richmond—have more than 100,000 each but less than 1,000,000, while Philadelphia has 1,700,000 and New York city has 5,000,000.

The officers of the Quebec-Miami International Highway Association are: President, Howard D. Hadley, Plattsburgh, N. Y.; first vice-president, George A. Simard, Montreal, Canada; secretary, Norman M. Parrott, Baltimore; treasurer, Leonard Tufts, Pinehurst, N. C.; vice-presidents, F. H. Anson, Ogilvie Flour Mills, Montreal, Canada; Hon. Franklin D. Roose-

velt, Assistant Secretary of Navy, Washington, D. C.; J. H. Wood, Trenton, N. J.; Jos. H. Weeks, Philadelphia, Pa.; John Bancroft, Wilmington, Del.; H. M. Luzius, secretary Automobile Club, Baltimore; W. D. Brown, editor "R. F. D. News," Washington, D. C.; John Stewart Bryan, Richmond, Va.; H. B. Varner, Lexington, N. C.; Ambrose Gonzales, editor *The State*, Columbia, S. C.; E. N. Hancock, editor *Savannah News*, Savannah, Ga.; Hon. Wm. S. Jordan, Mayor Jacksonville, Fla.; Hon. Arsene Lavalle, Mayor Montreal, P. Q.; Hon. Napoleon Drouin, Mayor Quebec, P. Q., and board of directors, Howard D. Hadley, president, Plattsburgh, N. Y.; George A. Simard, first vice-president, Montreal, P. Q.; Norman M. Parrott, secretary, Baltimore, Md.; Leonard Tufts, treasurer, Pinehurst, N. C.; the 13 vice-presidents, Isaac Simonim, Germantown, Pa.; Gen. T. Coleman du Pont, Wilmington, Del.; Thomas Nelson Page, Washington, D. C.; Col. Bennehan Cameron, Stagville, N. C.; Joseph F. Gray, Savannah, Ga.; John A. Stewart, 50 Church St., New York city; Frederick F. Smith, Bridgeton, N. J.; Charles H. Dickey, Baltimore, Md.; Preston Belvin, Sr., Richmond, Va.; E. J. Watson, commissioner of agriculture, Columbia, S. C.; E. B. Douglass, Miami, Fla.

After a trip in May and July from Miami to Quebec I am in position to tell from my own experience as to the progress on this road.

The map shows the nearly built International Quebec-Miami Highway from Quebec to Miami, Fla., about 2400 miles. The unfinished sections and "soft spots" are referred to by reference letters. Briefly, the condition is as follows:

The route from Quebec to Montreal is not completed, but the Canadians will take care of this. It is promised early in 1914.

From Montreal to Rouses Point it is completed and a good fair road all the way.

From Rouses Point to Elkton, Md., is a continuous highway, with only two short stretches not hard-surfaced yet.

From Elkton to Havre de Grace there are 10 miles of road which is not all quite completed (B). It has from Elkton to Northeast a first-class cement road, and from there to Havre de Grace it is a fair gravel road. The association has promises from the Maryland State authorities that it will be kept in good order and stone-surfaced next spring.

From Havre de Grace to Baltimore is a continuous hard road, but a short portion of it will be over the old stage route, which is somewhat rough, and the straight and better road between Baltimore and Belair will not be finished until next year. From Baltimore to Washington there is a magnificent stone road, A1 in all respects.

The Washington to Richmond section (C) is, of course, the largest and most difficult problem of the whole project. Mr. Belvin of Richmond states that about 40 miles are finished, and that two-thirds will be completed by January 1, 1914, and the whole road early next summer. The money is all raised for the balance of the road, and it is only a matter of how many gangs can be put on during the next eight months, and how fast the work can be pushed. This winter tourists can ship their cars by boats from Baltimore or Washington to Richmond and resume their road trip from there on.

From Richmond to the North Carolina line is continuous good road except two miles in one place to be done November 1 (D).

From the Virginia line to Raleigh the

road is good, but needs a little local attention near Oxford, and this will have to be done when the road is about ready for use.

From Oxford to 20 miles below Raleigh the road is very good, and Durham county has nearly all stone road.

At (E) on map there is a little piece of exceedingly bad road in Chatham county, North Carolina, only seven miles long, and there seems to be considerable difficulty in getting this completed, although there has been great influence brought to bear on the people there. It is through a logging camp, and the inhabitants do not wish the road built. The State officials and private individuals say that it will positively be built this fall. The full amount of the money necessary is already promised. If not done, it can be avoided by a 30-mile detour.

From this point on down the roads are all very fine through the Pinehurst region, and while there are two little sections above Pinehurst which are not quite completed, the bonds are already issued for them and they are positively promised during the next few weeks.

From Pinehurst to Cheraw the roads are magnificent. From Cheraw to Camden (F) the roads are rather good, but via a somewhat circuitous route by the way of Darlington and Bishopville, the distance being 77 miles. A new direct road, which will be only fifty miles, is now being built, and probably will be in use by next December, or if not, the old zigzag route can be used, or part of it.

From Camden all the way down to Augusta the roads are mostly good, except somewhat rough in a few places, but committees in the four or five towns of Columbia, Batesburg, Aiken, etc., have taken up the matter and are improving the roads all the time.

From Augusta to Waynesboro is the "sweetest" piece of road on the whole route, and is so fine that the boys use it for roller skating.

From Waynesboro into Savannah the road is not quite completed for a few miles, but is being worked on, and will undoubtedly be finished this fall.

From Savannah to Darien most of the road is good, except that it needs repairs in a few places, which is a small matter, and can be done for a few hundred dollars.

At Darien (G) there is at present great difficulty in using the old float for transferring the automobiles by water five miles through the swamps, but this trouble will be done away with by November next, as a new railroad is being run through this section and the Brunswick people and others have made a contract for the railroad to carry automobiles on flat cars across these seven miles of swamps for \$2 each, and there seems to be no doubt of the completion of this section and the car service.

From this point to Jacksonville is through rather a wild region, and is mostly a wood road, but it is passable and safe, but very undesirable for automobile travel by the way of King's Ferry, and it is now planned to finish a new road by Yulee, which is almost completed, with a new ferry nearer the sea (H), and the local clubs and county authorities are all agreed and have promised that it shall be done before next December. It is passable now except in very wet weather, and there is a roundabout route that can be used by Fernandina if really necessary.

From Fernandina to Jacksonville there is a good shell and stone road, with the exception of one-half mile, which is now probably finished over the crossway.

From Jacksonville to St. Augustine the road is fairly good, but not hard-surfaced



all the way. Promises, however, are for its completion before next December.

From St. Augustine to Daytona there is quite a long stretch of sandy wood road which is safe and passable, but not much of a highway. In many cases it is rather a low way, and in rainy weather somewhat muddy, but St. John's county has promised to complete it this year. They have made promises galore, however, in the past, and this section will have to be carefully watched and worked up during the next few months.

From Ormond down the coast, all the way to Miami, there is almost continuous good hard road. There are a few little sections of five or six miles each which are now being worked on. The money is provided, and there is no reason to believe that these will not all be completed, and even if they are not, they are merely a little inconvenient and not impassable at all.

At Stewart there is a little difficulty in the fact that they are fighting over the position of the new bridge, and at present only a small float ferry is being (K) used, and it is inadequate for anything except a very limited amount of travel, as it takes nearly an hour to make the trip with one car. This is a matter, however, of putting on a larger or an extra boat, and can probably be easily remedied as soon as the demands of travel require it.

At Jupiter Inlet there is a magnificent new cement bridge, and from there on down the road is very fine into Miami, and also 40 miles beyond, with about 200 miles of local roads and streets around Miami. The whole trip from Daytona down to Miami is a perfect delight, with its scenery along the Indian River and its fine farms, orange groves, palm trees, pineapple fields, etc. Anyone can make the run from Jacksonville to Miami, 400 miles, easily in four days, running about seven or eight hours a day, and the time will be greatly reduced as soon as the little short sections are completed. It is

estimated roughly that in the whole route (leaving out the Richmond to Washington piece) there is not more than 100 miles, all told, that needs rebuilding, and much of this is only a matter of small outlay for improving the road. Of course, no one must expect that this road will be a broad, flat, hard road like the Northern roads, but merely in many places as good as the ordinary good country roads in other States, with stretches of narrow roads which are extra good. In the South it is impossible, for various reasons, to get very wide roads anywhere. The sand-clay roads through North and South Carolina and Georgia are marvels of good-road work, and are built at a very small cost (\$500 or \$600 a mile) and maintained at \$40 or \$50 a mile per year. In Central and Southern Florida the Coquina and phosphate-rock roads are also smooth and hard in finish, and are built at very moderate cost.

In addition to the main line of the Quebec-Miami, there are, of course, hundreds of miles of other roads branching out from each section, and in Florida alone there are in all about 1800 miles of hard-surfaced roads for the tourist besides the Quebec-Miami portion to enjoy after he arrives in the State. The same thing can be said to a great extent of the sections through which the road passes in the States farther north.

The country is improving rapidly as to farms, and cities are growing with leaps and bounds in many cases, and there is every evidence of prosperity and wealth in a large portion of the section that this route passes through. The whole route from Canada to Miami will be a most beautiful winter trip, and anyone who has passed over it (even now) is more than charmed with its attractions of various kinds.

There are good hotels every 50 miles, and but few hills over 100 feet high or over 5 per cent. grade on any of the hills in the Southern States.

view to organizing a large company to operate and develop such coal properties as he felt would fit in with the quality of coal he handled from his Welsh mines.

The MANUFACTURERS RECORD is now reliably informed that the representatives of Mr. Thomas in this country have secured options on thirty-odd mines, producing annually about 2,500,000 tons, and on 150,000 acres of undeveloped coal land. These properties, it is stated, lie in both the New River and the Pocahontas coal fields of West Virginia.

The Ajax Coal Co. of Fayette, W. Va., is one of the companies which has been formed, and is now in operation, and it is said that the main consolidation will likely carry this same name.

It is further stated that several payments have already been made on some of these options, and that the purchase of other desirable properties is being considered. This deal will represent approximately \$20,000,000, and it will probably be some three or four months before all details are sufficiently rounded out to make a complete and definite statement regarding the company and its properties.

Mr. D. A. Thomas is the managing director of the Cambrian Syndicate and an executive of other British coal-operating companies. He is one of the largest coal operators in the world, and he and his associates control many coal-handling and distributing plants, and it is said that the volume of coal exports handled by the different firms under the Cambrian Syndicate is estimated to be from 5,000,000 to 6,000,000 tons a year.

In 1907 Mr. Thomas started to enlarge his operations, and since then has consolidated the Cambrian, Glamorgan, Naval and Britanie Merthyr interests into one big coal producing, selling, exporting and shipping organization. It is said that the aim of Mr. Thomas in his visits to this country was to secure a coal that would approximate in quality his Welsh coal, and he was quoted as stating after his visit that the New River, Pocahontas, Clearfield and Quemahonging coal fields produced a coal comparable to Welsh coal. The purchase and development, therefore, of properties in the New River and Pocahontas fields as outlined above will provide him with a large volume of coal in this country to supplement the trade of his mines in Wales. Moreover, both these fields have direct outlet to tidewater for foreign shipments at Norfolk and Newport News.

The enormous holdings of Mr. Thomas and his associates in the Welsh coal fields, combined with the properties he is negotiating for in this country, if he completes his purchase, will make Mr. Thomas and his associates one of the strongest factors in the coal trade of the world.

This consolidation of West Virginia coal properties in which Mr. Thomas is interested is in no way related to the reported large consolidation in the New River field represented by George Dobbin Penniman of Baltimore.

Other far-reaching plans for looking to the development of the coal fields of West Virginia and Kentucky are under way. In view of these great movements, it is worth while reprinting from our recent publication "The South: The Nation's Greatest Asset," a statement of the South's predestined pre-eminence in coal. In that we said:

"In considering the imperial extent of the coal of the South, one fact of most significant importance should be taken into account. This is, that according to the reports of experts, three-fourths of the coking coal of the United States is found in this section. Some experts say that the United States has more ore than cok-

ing coal, and that the iron and steel industry of this country is not dependent so much upon the supply of ore as it is upon that of coking coal. The Connellsville field of Pennsylvania, upon the existence of which has been built the iron industry of the Pittsburgh region, is being rapidly exhausted. It is small in area, and the best authorities give it at the outside a life of not more than 25 or 30 years before the entire supply will be exhausted. It is not, of course, possible to mine the last ton, nor the last million tons, for long before mining operations have reached that point the lessening production would make mining unprofitable.

"To the South, therefore, the country must look for its supply of coking coal. This section not only has the largest and best fields in the United States, but the largest and best fields known to the world; larger, in fact, in the aggregate and superior in quality of coke to all the known coking fields of this and other lands, eliminating China, about which comparatively little is yet really known. The South, therefore, holds the world's primacy for coking coal as to quantity and quality.

"Europe, which is now mining over 600,000,000 tons of coal a year, and it is primarily upon its coal that its industry and commerce are staked, has a total of 44,000 square miles of coal land. Of this, 20,000 square miles are in Russia, and for many years will not be developed largely. Other continental countries—Germany, France, Austria, Italy, Belgium and Holland and Great Britain all combined have 24,000 square miles of coal. The South has 88,000 square miles of coal area, or twice as much as all Europe, and nearly four times as much as all of Europe, excluding Russia. In addition to this, it has 84,000 square miles of lignite, which, through modern methods of utilization, is available as a fuel supply.

"With relation to the coal requirements of this country, to the proximity of iron ore, and the ability to assemble local and foreign ores to meet Southern coke, and to the expanding demand of the West Indies, of Central and South America and Southern Europe for coal, the South holds a strategic position which has no equal. Except as to a limited area in Pennsylvania, no other coal territory in the East or West can reach foreign markets. It is, of course, not possible for the coal of the interior—Ohio, Illinois, Indiana and other States—to pass the better and more cheaply mined coal of the Virginias, Kentucky, Tennessee and Alabama for foreign trade, it matters not how great may be the ultimate foreign demand. With the increasing consumption of coal and the increasing cost of mining in Europe, due in part to the depth of mining and in some places to the narrow veins, and likewise to the higher rate of wages prevailing as compared with former years, Europe can no longer supply its own needs; much less will it be able to take care of the growing requirements of South and Central America and the West Indies for high-grade coal. This the South, and the South alone, is able to do.

"It is inevitable that the South will become the chief coal exporting region of the world. It is already beginning to develop a large coal trade with the Mediterranean, with the West Indies and with South America. Expansion along these lines must be very large in the future, and the world will of necessity, as the demand for coal grows in non-coal-producing countries, be compelled to look to the South as the chief source of its supply. In this respect the South holds a strategic position in coal, ranking somewhat akin to its dominating strength in cotton."

English Investments in West Virginia Coal Properties.

PROJECTS UNDER WAY INVOLVING MANY MILLIONS OF DOLLARS AND HUNDREDS OF THOUSANDS

OF ACRES OF COAL LAND.

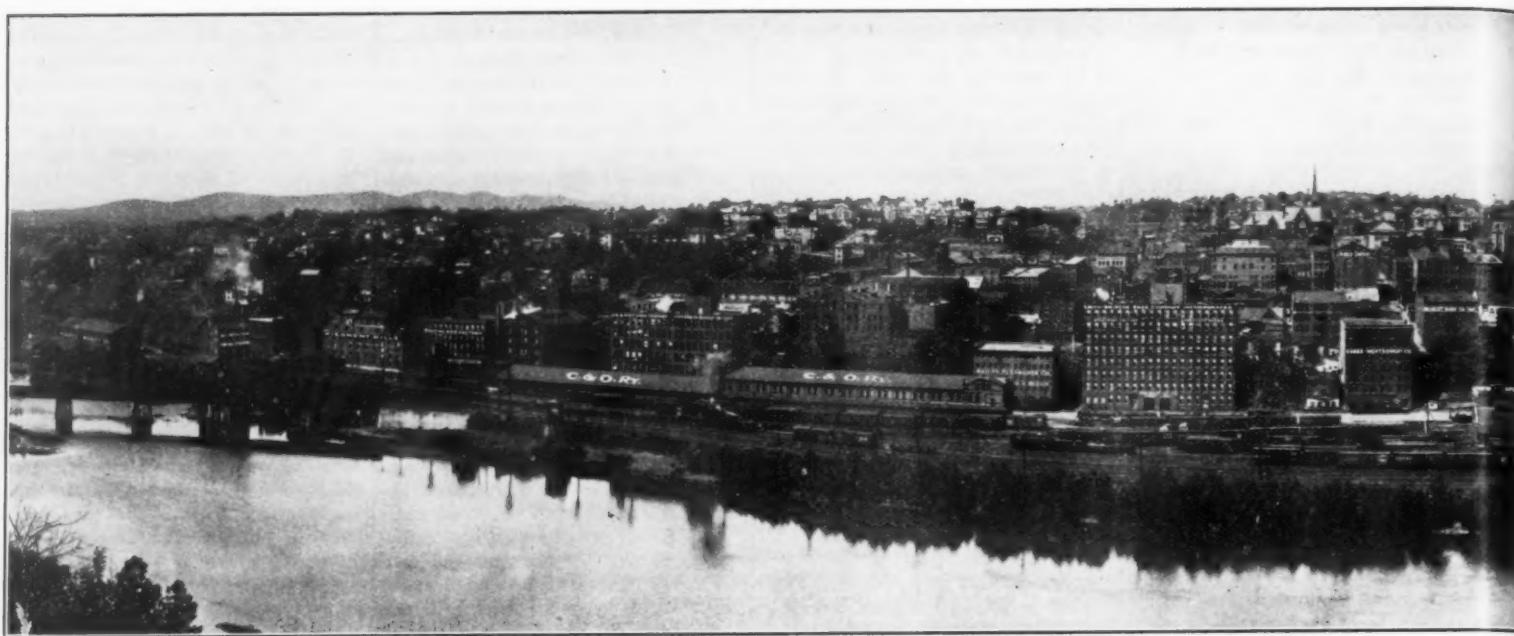
A special dispatch to the MANUFACTURERS RECORD advises that the English capitalists recently mentioned in these columns as negotiating for extensive coal land and mining properties in the New River district of West Virginia have completed arrangements for the purchase, which is reported as approximating \$50,000,000. Peter D. Millroy of London heads the English syndicate, and Sir Frank Crisp, also of London, is its general solicitor. This purchase is reported as including the New River Consolidated Coal & Coke Co., the New River Collieries Co., the New River Coal Co., the New River Company, the Nuttall estate, the McKell estate, the Guggenheim interests, etc., all involving about 550,000 acres of land and 96 collieries with an annual output of between 8,000,000 and 10,000,000 tons of coal. At present these properties have an output of about 4,000,000 tons, and it is proposed to gradually increase to the maximum for shipping to the terminals of the Baltimore & Ohio, the Chesapeake & Ohio and the Virginian railways, mainly for export and bunker trade. Probably three-fourths of the output will be needed to meet this market. The lands are said to include the Sewell, the Beckley and the Fire Creek seams. The deposits

are estimated to approximate nearly 3,000,000,000 tons of coal. This big sale has been in process of negotiation since May, 1912, when L. T. W. Marye of Richmond and Hugh L. Kirby of Harpers Ferry held a conference which resulted in plans for the proposition. The West Virginia Syndicate was organized to obtain control of the properties and then transfer them to the English purchasers, and it is now expected that all details will be completed by January for organizing a new corporation to hold and develop the West Virginia lands, mines, etc., Wm. N. Page to be actively identified with its management.

The West Virginia Syndicate is understood to be composed of the following: Wm. Nelson Page, Ansted, W. Va., president; Morgan Davis, Jr., Scranton, Pa., chairman; Wentworth Tucker, New York, secretary; Morgan R. Mills, Richmond, Va., treasurer; George Dobbin Penniman, Baltimore, and Judge W. M. Alden, New York, general counsel, and Hugh L. Kirby, Harpers Ferry, W. Va.

Last spring, when D. A. Thomas, the widely-known coal operator of Wales, made a tour of the principal coal fields of this country, it was generally reported that he was studying these fields with a

BIRD'S-EYE VIEW OF LYNCHBURG VA.



This striking view of Lynchburg is reproduced from a photograph by Leet Brothers through the courtesy of

INTERSTATE INLAND WATERWAYS

Broadening of the Scope of the League at Its Convention at Orange.

[Special Cor. Manufacturers Record.]

Orange, Tex., October 18.

Conspicuous broadening and deepening of its scope of operations was the feature of the ninth annual convention of the Interstate Inland Waterway League, which closed a two-day session here today. The League has found itself, as it were, having become seasoned in the work, realizing in what direction achievements are most probable and in what manner the greatest results are possible. As a result the League, with the assured completion of the intercoastal canal from the Mississippi River to the Rio Grande, with a minimum depth of five feet, went on record with the demand for a nine-foot depth throughout its length, so that vessels plying the nine-foot waterways of the Ohio and Mississippi would not be required to transfer cargoes for transMississippi shipment. The immediate completion of the unfinished links in the canal was called for. By way of the Plaquemine locks, a waterway is now completed from the Mississippi to the Mermentau. Funds are in hand and work is under way on the link between Mermentau and the Sabine. Between the Sabine and Galveston the survey has been made and approved, but no appropriation has been made by Congress. The stretch from Galveston to Corpus Christi was opened with formalities and festivities last June. The stretch between Corpus Christi and Brownsville has not been reported on by the engineers, but it is stated by the secretary of the League that a recommendation is confidently expected. Thus it is manifest that with only a few links between, the entire stretch of canal, some 700 miles in length, is a going concern, and these few links are expected to be connected up before so very long.

However, there is a strong movement on foot to secure the adoption of another route from the Mississippi River west, and one of the resolutions the League adopted asks that this lower route, leaving the Mississippi through canal opposite New Orleans and striking the Terrebonne at Houma and thence through Bayou Black to Morgan City, be made a part of the intercoastal canal. It is endorsed by the engineers, as it seems a very rich

section, and as all details of rights of way, donations of private canals, etc., have been arranged by the people of the territory affected.

It was also strongly urged that the streams tributary to the intercoastal canal be improved so as to be made efficient feeders of the main business artery.

Also it was urged that the Government provide funds on the continuing appropriation plan for the operation and upkeep of such parts of the canal as are now or may be hereafter completed.

Congressmen from Louisiana and Texas who were present manifested great interest in the undertaking. Lieut.-Col. C. A. Riche, in charge of the Galveston district, and Major Edward H. Schulz, of the department of New Orleans, were also present. These Government engineers have been of the greatest possible assistance in furthering the work, and Congressman R. H. Henry of Texas, who conferred with them at length as to the requirements of the situation, gave assurances that he would take active and effective steps to expedite the completion of the entire project.

In the progress of speechmaking various practical questions relating to the use of the canal and the settlement and cultivation of the entire territory affected were under discussion, including a reference to the revolution likely to be brought about in inland waterway navigation by the innovations brought to the South by John H. Bernhard, a native Hollander, now at the head of the Alabama & New Orleans Transportation Co. at New Orleans.

The officers of last year were re-elected, namely: C. S. E. Holland, president, Victoria, Tex.; Henri L. Gueydan, vice-president, Gueydan, La.; G. J. Palmer, vice-president, Houston, Tex.; Leon Locke, general secretary, Lake Charles, La., and Roy Miller, assistant secretary, Corpus Christi, Tex.

Houston and New Orleans were principal contestants for the next convention. The matter was finally left to the executive committee, selection to be announced later.

According to a report from Jacksonville, Fla., the Plant Line proposes to establish a semi-monthly steamer service between that city and Panama, beginning January 6.

TEXAS ROCK ASPHALT.

Properties in Uvalde County Being Developed.

[Special Cor. Manufacturers Record.]
New Orleans, La., October 17.

Vast deposits of rock asphalt in Uvalde county, Texas, which have been worked in a desultory way for a number of years past, have recently come into the possession of J. B. Smyth and associates of Beaumont, Tex., who are among the most substantial business men of the community, and are thus able to hold and bring about the complete development of these very valuable properties.

A company, the Uvalde Rock Asphalt Co., with a capital stock of \$150,000, of which Mr. Smyth is president, has taken over the rights on the asphalt in the entire tract of 20,000 acres, and this company is now engaged in developing the property and marketing the product. The properties were formerly owned by New York parties, who attempted to utilize the asphalt for insulating purposes, varnish manufacture, and so forth.

The product is like the European rock asphalt, having a base of limestone rock instead of sandstone, as in most of the other asphalt rock in the United States. The asphalt rock is simply ground to a powder and is heated in a revolving drum and a small amount of fluxing oil is added while in the drum to make the asphalt more pliable and less liable to crack. It is then ready to be put down for paving purposes, and is reported to be exceedingly durable and satisfactory as a road-building material. There are samples in the company's office at Beaumont of paving put down by the New York company some 16 years ago, and the specimens are as smooth and even and in as good condition after 16 years' wear on a busy street of San Antonio as if only recently put down. The former New York owners sold quite a lot of the asphalt to contractors who put pavements in San Antonio, Palestine and Shreveport, possibly 150,000 yards all told. The process at that time was to melt the asphalt by a hot fire under a melting kettle. In some instances the asphalt was badly burned and made brittle, but in a great many instances the paving put down 16 years ago is in good shape today.

The rock is said to be almost identical with European rock asphalt, which when

properly laid is good for a life of 30 years or so. The paving of European rock asphalt at New Haven, Conn., put down some 16 years ago, is reported to be in excellent condition today, and a life of at least 15 more years is probable.

The Uvalde rock asphalt is found on or near the surface. Some stripping is necessary, but the strata is in no place very deep beneath the surface. The present workings are in a stratum 12 feet thick: in some places the thickness is considerably greater. It is of uniform quality, and exploitation indicates that the deposit covers the entire tract of 20,000 acres. The product as it comes from the ground averages 15 per cent. asphalt. It is ready for grinding as excavated, the only addition being the small quantity of oil which is added to increase its wearing qualities.

The company is competing today with lake asphalt in any part of Texas, and with the development of water transportation through the intercoastal canal and streams of the coast country generally, the territory in which competition could be successfully undertaken would be materially increased. The company has submitted bids for street paving in Lake Charles, Houston, Dallas, San Antonio and elsewhere.

It is an idea of the company that this material can very satisfactorily and economically be laid on shell roads already constructed where the shell will act as a foundation, and where the asphalt can be put down cold three inches thick at a cost of about 60 cents a yard.

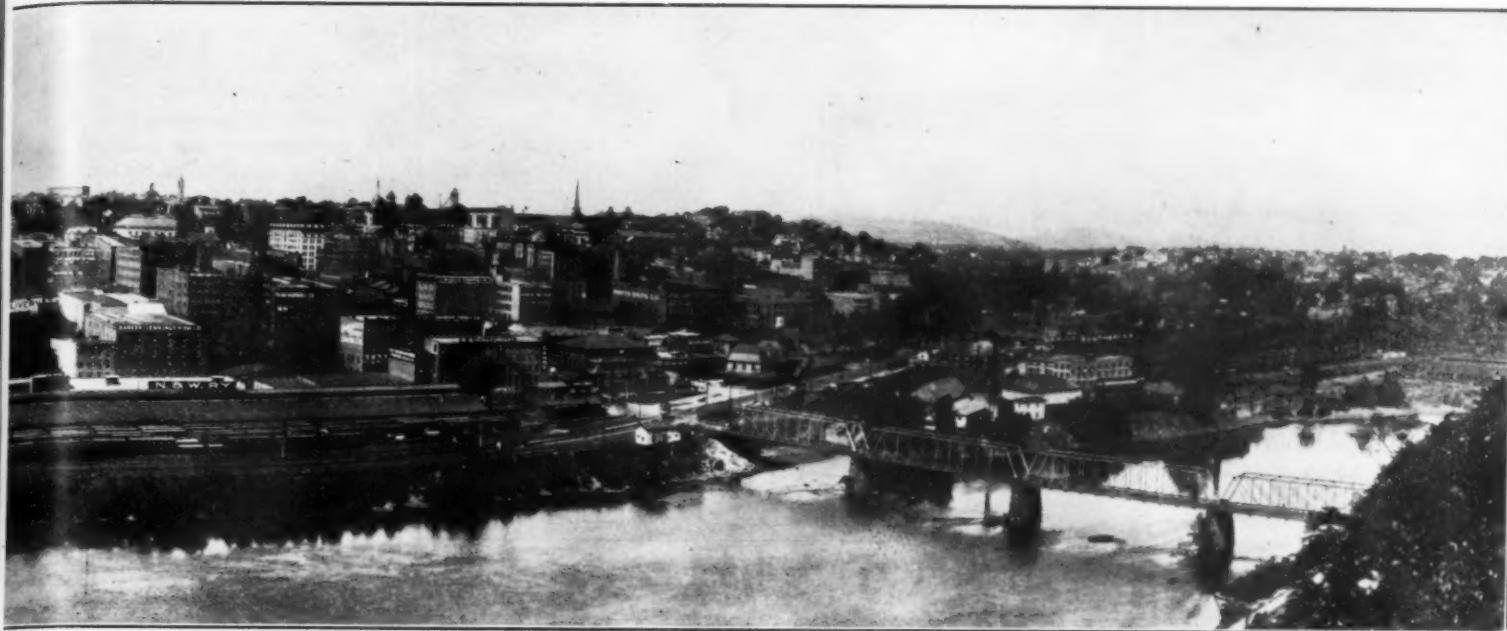
ALBERT PHENIS.

To Escape a Deluge of Inquiries.

The First Baptist Church of Eastman, Ga., has selected Sayre & Baldwin of Anderson, S. C., as architects for a proposed new building and has begun soliciting subscriptions. Nothing definite has been decided. In writing the MANUFACTURERS RECORD Rev. Alexander W. Bealer, pastor of the church, adds:

"Please be kind enough to publish these facts and save me from a deluge of letters and a world of worry. I want to be courteous, but it would require the services of a stenographer to keep up with the correspondence that follows a notice in your paper."

FROM THE JAMES RIVER FRONT.



Courtesy of the Dulaney-Boatwright Company, Inc., Printers, of Lynchburg, who control the copyright.

DALLAS CORN SHOW.

Comprehensive Plans for the Sixth National Exposition.

[Special Cor. Manufacturers Record.]

Dallas, Tex., October 17.

Active arrangements are now under way, through headquarters established at the office of the Chamber of Commerce here, for the Sixth National Corn Exposition, which will be held at Dallas next February 10-24, 1914, under the direction of the National Corn Association. Mr. E. D. Funk of Shirley, Ill., is president of the association, and there are State vice-presidents in all the corn-growing States of the Union. Already 33 States have asked for space for exhibits, and it is the expectation that the Dallas Corn Show will be one of the most representative and extensive of any that have been held. Dallas will underwrite the exposition to the extent of \$100,000; \$50,000 in prizes will be offered for the best exhibits in the numerous classes, which include not only corn, but alfalfa, clover, timothy, bluegrass, forage crops generally, and also peanuts and native prairie hay, wheat, oats, barley, rye, flax, sorghum, millets, beans and peas, and also cotton will be included.

The variety of exhibits is indicated in the fact that farm implements, machinery, automobiles and other vehicles will have exhibits, and the cottonseed interests will make displays. The dairy tests will be important and elaborate, and in connection with livestock interests, attention will be paid to silos. It has been demonstrated, since the location of the offices in Dallas, that there is so strong a sentiment in favor of silos in Texas and the Southwest, first, for providing forage for livestock, and second, as a means of increasing the interest in livestock, with a view to ultimately securing a greater number of animals per farm, that it has been decided to make quite a feature of silos. It is reported that the King Ranch is to put in 45 silos this year, and the Rock Island Railroad has been running a silo demonstration train through Texas and Oklahoma.

While pre-eminently it will be a corn show, it is proposed that every feature of farm activities will be exemplified. Agricultural colleges, State experiment stations and the United States Government will co-operate in demonstrating the

most advanced lines of scientific agricultural methods.

As Texas is growing greater as a corn State every year, and will, unquestionably, become the great farming State of the Union in the course of time, it is expected that the coming exposition will prove very stimulating and instructive, and great benefits are expected for not only this State, but other Southern and Southwestern States, which have greatly increased their corn production and agricultural development in recent years, notable among which is Louisiana.

The Birmingham Iron Market.

[Special Cor. Manufacturers Record.]

Birmingham, Ala., October 20.

The settling of the tariff question has evidently had one important bearing on the pig-iron situation, and that is, it has established in the minds of buyers a feeling that no material improvement in conditions is to be looked for until after the opening of next year.

Sellers seem to be unable to convince buyers that the time is now ripe to take advantage of the \$11.50 price and cover their wants for the balance of this year and the first quarter of 1914.

A pretty thorough sounding of the Southern market reveals the fact that some offers have been made for the balance of the current year at a shade better than \$11.50 per ton, No. 2 foundry basis,

and that iron could be bought through the entire first half at \$11.50 per ton at the furnaces.

A personal visit to several of the large Southern producers' plants showed to the writer that while the plants are being operated, some are only running half time, others are operated to their full capacity and are really behind on orders. The pipe plants of the country are not running full time, neither are the shops that turn out car wheels and other railroad equipment and accessories.

The implement foundries seem to be in good shape. However, taking matters as a whole, fair average time is being maintained by Southern smelters, but a rather hand-to-mouth buying policy is being pursued by them, due to lack of confidence at this time in immediate revival of trade.

A fair average aggregate tonnage was booked during the past week by the furnace interests of this district. From 6000 to 8000 tons standard Alabama foundry iron were reported sold in lots ranging from carloads to 100 to 200 tons. Shipments refused prompt delivery, and through the first quarter of 1914 1200 to 1500 tons of special-analysis iron were sold, ranging from \$12.25 to \$13 in price per ton at the furnace.

During the past week one furnace stack in the district was blown out. Figures compiled, showing September stocks on hand, revealed a very material reduction

of foundry stocks on the yards of foundry companies today. This is encouraging, as such a condition enables the furnaces to promptly load their daily make straight from the block.

Following are prices f. o. b. cars at the furnace for prompt and first-quarter, 1914, delivery:

No. 1 foundry, \$12.
No. 2 foundry, \$11.50.
No. 3 foundry, \$11.
No. 4 foundry, \$10.50.

Producers of cast-iron pipe report that their plants are busy on small orders for prompt shipment, but that beyond such orders in hand there is little activity around the plants. One important producer ventured the opinion that as soon as the currency question shall have been settled things will "look up."

Following prices are being quoted per net ton f. o. b. cars at Birmingham: Four-in., class "B" and heavier, \$21.50; 6-in. and larger size, \$19.50, with \$1 per ton extra for class "A" or gas pipe; fittings, 2½ cents per pound.

1,000,000 Feet Daily.

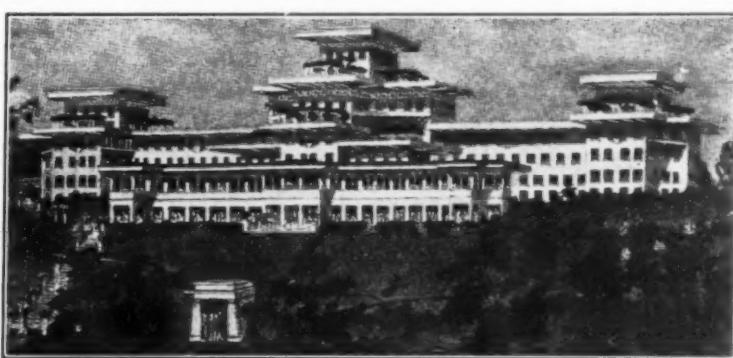
The Great Southern Lumber Co., Bogalusa, La., will increase its daily capacity from 700,000 to 1,000,000 feet of lumber, and not to 1,500,000 feet, as inadvertently stated last week. Its new mill construction will be of steel, and the machinery will include 46-inch gang saw, 8-foot horizontal resaw, 24-inch automatic trimmer, etc.

Site for Woodworking Plant.

A reader of the MANUFACTURERS RECORD writes that he has purchased an equipment of Woodworking machinery and is looking for a suitable site to establish a plant for manufacturing cedar chest and basswood matting covered boxes for department stores. Correspondence addressed to "Woodworking," care of MANUFACTURERS RECORD, will be forwarded.

West Virginia Board of Trade.

At its annual meeting last week at Bluefield, W. Va., the West Virginia Board of Trade elected A. B. White of Parkersburg, president; R. B. Mayor of Wheeling, secretary; W. B. Irvine of Wheeling, treasurer, and G. A. Northcott of Huntington and J. W. Ruff of Bluefield, vice-presidents.



GRAYSON SPRINGS HOTEL, NEAR LEITCHFIELD, KY.

To be erected for Grayson Springs Hotel Co., Louisville; 420 feet frontage; 4 stories, with one and two-story towers; concrete and stucco; fireproof construction; gravity heating plant; electric lights; concrete and tile roof; 265 rooms, 185 equipped with private baths; underground entrance to elevators; cost \$300,000; architect, F. V. Newell, Chicago; contractor, Falls City Construction Co., Louisville.

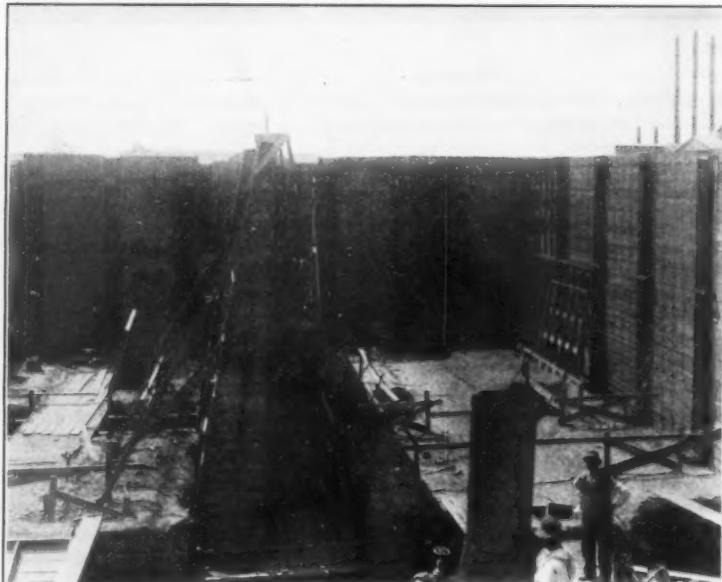
CONCRETE CONSTRUCTION IN PLANT FOR MANUFACTURING CEMENT.

Illustrating activity in building operations generally and at the same time the increasing importance of cement in general construction work are the accompanying cuts showing phases of progress of the work of the Kosmos Portland Cement Co., with branch office at Louisville, Ky., in doubling its plant at Kosmosdale, Ky. The company, of which Samuel Horner, Jr., is president, Charles Horner vice-president and treasurer and A. McCracken secretary, is increasing the capacity of its plant from 1500 barrels to 3000 barrels of cement a day, and it expects to have the doubled mill at Kosmosdale running at its increased capacity by the first of next year. The work under way includes the installation of steam tur-

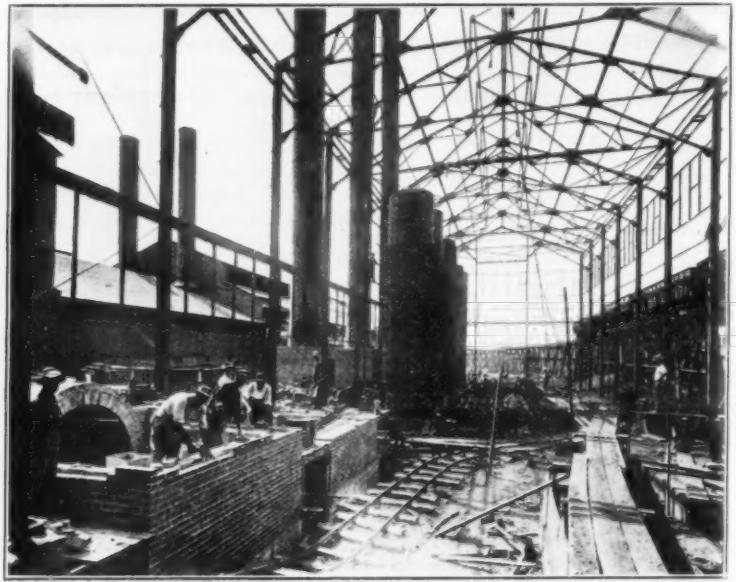


UNLOADING TWO OF THE KILNS FOR THE KOSMOS PLANT, THE KILNS BEING 8 FEET WIDE AND 125 FEET LONG.

bine in the power line, new boiler-house equipped with six Wickes boilers, with Green chain grate stokers, the boilers to develop 2300 horse-power, and having three stacks 150 feet high, kilns 8x125 feet and stockhouse more than 400 feet long, the walls of which are of reinforced concrete and have been designed so carefully that they will be only 8 inches thick, though 22 feet high. The stockhouse will be equipped with modern bag-filling machines. The Dugan Engineering Co. of Louisville, Ky., is the contractor for the new plant. The Kosmos Portland Cement Co. will have a new quarry at Kings Landing, Ky., which will have a face more than 100 feet long and 125 feet high. A steam shovel will be operated at the quarry and a No. 12 crusher, and the crushed stone will be carried through a system of conveyors electrically operated.



PLACING STEEL IN THE FORMS FOR THE INSIDE OF THE BINS OF THE NEW STOCKHOUSE, THE WALLS BEING 22 FEET HIGH AND 8 INCHES THICK.



ADDITION TO BOILER-ROOM, SHOWING KILN LINING IN THE COURSE OF CONSTRUCTION AND SIX WICKES BOILERS.

To Separate Tailings.

Francis Eschauzier, Apartado No. 155, San Luis Potosi, Mexico, writes to the MANUFACTURERS RECORD as follows:

"I have 150,000 tons of tailings (old mine workings), which are full of charcoal dust. This charcoal is impregnated with minute particles of gold and silver which I wish to separate from the foreign matter. I should be glad to submit samples of the material and buy the machine giving the desired results."

To Utilize Clay Deposits.

Murfreesboro, Ark., October 20.

Editor Manufacturers Record:

We are preparing to install a plant to manufacture from extensive clay deposits, including plastic art, kaolin and china clays that we have opened up here. Kaolin deposits of high grade, as well as fuller's earth for petroleum refining have been uncovered here to a depth of 30 feet.

THE BURNHAM COMPANY.

Nashville.

The eighteenth annual report of the Board of Trade of Nashville, Tenn., is a splendid exposition of the activities centering in that organization for the advancement of the city and its wide tributary territory. It contains important facts of the recent progress of the city and the salient reasons for growth in the future.



END VIEW OF THE BOILER-HOUSE AND COAL DRYER, SHOWING THREE 150-FOOT STACKS.

North and South Highway.

President W. J. Harahan of the Seaboard Air Line Railway, Norfolk, Va., writing to the MANUFACTURERS RECORD regarding the question of a North and South Highway, says:

"I do not believe that a road of this character would be of any very great commercial value, as it would be more of a road for pleasure vehicles. So far as the ordinary man is concerned, in making a long trip or in making a shipment of goods, the railroad or steamship is going to continue to be his highway, because it is cheaper than any other way. I believe, however, in good roads, and I believe in them very thoroughly, but I think that it would accomplish more commercially to build them first tributary to towns from country places rather than to attempt any such project as going the full length of the country. I note that the principal contributors shown in the editorial as encouraging the East and West Highway are those engaged in the automobile industry. I think it is very natural that they should want to encourage this kind of a proposition, but I think that the greatest good for the greatest number would be along the lines I have suggested."

On the Walker farm, near Austin, Tex., 1500 acres of land have been planted in spinach.

October 23, 1913.]

MANUFACTURERS RECORD.

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THREE VIEWS OF IMPROVED SECTIONS, BETWEEN COLORADO SPRINGS AND PUEBLO, COL., OF THE COLORADO-TO-GULF HIGHWAY.

COLORADO-TO-GULF.**Features of the Proposed Highway Now Under Development.**

Referring to the advocacy by the MANUFACTURERS RECORD of a great highway between the South and the North and West in connection with the plan for the Lincoln Highway from the Atlantic to the Pacific, A. W. Henderson, secretary of the Chamber of Commerce of Colorado Springs, writes:

"We are very much interested in your suggestion along this line, and believe that the points that you make in this editorial are well taken and are worthy of careful consideration by the people and commercial organizations as well as by the County Commissioners and others interested in road development throughout this section. As you have requested suggestions with reference to this North and South highway, we would like to advise you of the fact that there has recently been organized an association known as the Colorado-to-the-Gulf Highway Association. The object of the Colorado-to-the-Gulf Highway Association is to develop a first-class highway from the Gulf of Mexico to the Rocky Mountains. Eventually this may be continued northward, probably through Yellowstone Park and on to the States of Oregon and Washington. I am enclosing an article with reference to this highway, which will give you some information in regard to the organization and the purposes which it has in mind. Throughout Texas there is a great deal of interest in the development of this road, and not only has much active work already been accomplished in the various counties through which it will pass on the way from Galveston and from San Antonio to Amarillo, but the various counties interested are voting bonds and are arranging for the early and practical development of a highway. In New Mexico the two counties interested are active and are placing their road in excellent condition. In Colorado from the New Mexico line north up through Trinidad, Walsenburg, Pueblo, Colorado Springs and Denver the road in the main is already in excellent condition, and in those counties where improvement is needed assurances have been given by the County Commissioners and also by the State Highway Commission that the work will be pushed at an early date and that by the beginning of the summer of 1914 there will be a splendid highway from the southern border of the State clear through to Denver. From Denver north there is already a good road to Cheyenne, Wyoming, and this is being rapidly developed."

Mr. Henderson is the secretary of the newly-organized association, which, in co-operation with the automobile Bluebook, has already logged the road from Fort Worth through Amarillo and New Mexico to Trinidad and Pueblo, and the log from Pueblo to Denver has been furnished by the Colorado Springs Chamber of Commerce. At an early date the log will be completed to Galveston, and will be published. Markers have been adopted and

a system of marking the road clear through has been arranged. Commissioners have been named for each county, and it will be their duty to see that the road is developed, kept in proper condition, marked and logged.

A great deal of development work has already been done on various sections of the road, and as these have been completed they will be connected up. In Colorado the State Highway Commission has already given assurances that it will see that the road is put in first-class condition from Denver to the New Mexico line, and the County Commissioners in the various counties are taking hold of the work with vigor and with an activity that assures a splendid highway before the opening of the next touring season. On many sections, and particularly in Pueblo county, splendid pieces of the road are being built by convict labor.

SOUTHERN TECHNICAL SCHOOLS.**Additional Reports on Their Opportunities and Necessities.**

In addition to the interesting letters published in our last issue telling of the work being done by the agricultural and mechanical colleges and other technical schools of the South, and of their aspirations to greater usefulness to their section, the following letters have been received:

Dean and Director Joseph H. Kastle of the Agricultural College of the State University, Lexington, Ky.:

"In my opinion, the interest in technical education is greatly on the increase throughout the State of Kentucky. I remember the time very distinctly when in our State there was more or less antipathy against vocational education, except so far as this applied to the old, learned professions, namely, law, medicine and theology. On the other hand, in recent years great attention has been paid to the subject of technical education, both in certain of the high schools of our larger towns and cities and also in the State University and in the State Normal schools.

"I would say that agriculture and mechanical and electrical engineering are attracting the greatest amount of attention in the State University of Kentucky

at the present time. This is manifest both by the actual number of students in daily attendance in the work of these courses and also by the interest taken in these several lines of work by the people at large.

"A considerable number of our students are working their way through the university; at least, they are supplementing their resources by employment at odd hours during the day. In this connection I would say that it is difficult for us to provide work for all who apply, although we make an effort to do so in the College of Agriculture and in the experiment station and on the experiment station farm. Our students also do certain work outside of the university, such as carrying papers and doing chores about the houses in which they board.

"Our present facilities and equipment are by no means equal to our needs. The university itself is at present carrying a debt of considerable magnitude for us, and while the State Legislature of Kentucky at its last session made an annual appropriation of \$50,000 to the university, and an equal annual appropriation to the experiment station, it is difficult to meet the constantly increasing demands that are made upon us for new lines of work.

"You may gain a correct idea of our growth from the following: The College of Agriculture in the Kentucky State University was reorganized in July, 1910, when it was put in charge of the late director of the experiment station, Dr. M. A. Scovell. Prior to this reorganization the total enrollment was 65. The increase has been in 1910-11 to 93, in 1911-12 to 180, in 1912-13 to 315, and to date in 1913-14 263. This number does not include the enrollment of certain new students in the short courses that are given after the first of the year.

"The graduates in agriculture are very successful. Since the reorganization of the Agricultural College in 1910 we have graduated 19 men, and of these, 18 are now engaged as follows: Two with the Southern Railway as dairy and poultry experts; five with the Kentucky Agricultural Experiment Station; two as tobacco experts, one in South Africa, the other in Tennessee; three are teachers of agriculture; two with Heinz Company, Pitts-

burgh, Pa.; one bacteriologist for Elmdorf Farm; one returned to his own farm in Kentucky; two taking post-graduate work. One has not been permanently located.

"These men have reasonably good positions, and are satisfied with their work. In the same way the graduates in mechanical and electrical engineering have been eminently successful, and these engineers are scattered all over the United States, many of them in charge of responsible lines of work.

"The demand for technically-trained men has increased in the State of Kentucky partly on account of an increasing interest in scientific farming, and partly by reason of the development of our mineral resources."

President D. H. Hill, the North Carolina College of Agriculture and Mechanics, West Raleigh, N. C.:

"It is apparent everywhere that interest in technical education is growing from year to year. At present this is clearly shown in two ways—first, many of the older colleges that used to call technical institutions 'commercial concerns' are now introducing vocational courses; second, the attendance at technical institutions increases rapidly.

"At this institution there has been a very marked growth this year in the number of students. This growth would have been even greater if the college had been able to promise all applicants rooms in its dormitories. The greatest numerical gain in any one department was in the agricultural department. Twenty-one more new men registered in this course than did last year. The number of agricultural students has more than doubled in a few years.

"A large per cent. of our students are helping to pay their own expenses. This is done in scores of different ways—from canvassing to making fires in furnaces; from cutting hair to keeping books for small shops. Both ingenuity and initiative are shown by students in their hunt for work to pay college bills. One of the distresses of every alert institution is that it cannot provide more ways of helping the army of boys who are ready to do any sort of work to educate themselves.

"This institution cannot now grow much further until the State provides it more buildings, more teachers and more equipment.

"The men who graduate from a technical school of good grade need have no fears about succeeding. Yesterday the chief engineer of the Seaboard Air Line Railway said: 'We have 20 of your civil engineering graduates on our rolls.' Farmers are calling steadily on the college for competent men in dairies, orchards, livestock farms, etc. The cotton mills are seeking qualified men, and chemists are always in demand. The world always wants men who know how to do things, and technical men are demonstrating every day that they not only know how to do, but are willing to do things."



SEARS, ROEBUCK & CO.'S BUILDING, DALLAS.

Mail-order warehouse under construction for Sears, Roebuck & Co. of Texas; 166x282 feet; nine stories and basement; reinforced concrete construction; Barrett composition and concrete roof; cost \$500,000; elevators, \$42,000; steam heat, \$40,000; electric lighting, \$40,000; architects, Lang & Witchell, Dallas; contractor, Hughes-O'Rourke Construction Co., Dallas.

A Memphis Bank and Office Building.

An accompanying illustration presents a view of the bank and office building of the Bank of Commerce & Trust Co., Memphis. The building consists of two structures, one occupied and the other under construction. It will be 74.6x148 feet, and represents an investment of \$1,000,000. The building under construction is 49x148 feet, 16 stories high, and will cost \$400,000. It is of steel frame and hollow tile construction, with 16-inch floor arches, said to be the heaviest in any office building in the country. Among notable features of its construction are plate-glass corridor partitions which extend within a distance of 18 inches from the floor all the way to the ceiling. The steel was erected in 25½ working days and connection with the old building effected by removing one wall and erecting dust, sound and weather proof partitions in order not to inconvenience the tenants. To reduce the girders supporting the old wall to the floor levels of the new building it was necessary to cut some of them off at each floor level longitudinally for a length of 148 feet. This was accomplished by the use of oxy-acetylene torches. Plans and specifications for the building were prepared by Hunker & Cairns, Memphis, and the general contract was awarded to the Consolidated Engineering Co., Baltimore. Other contractors and firms supplying labor and material were: Glass, Binswanger & Co.; mill work, York Lumber & Manufacturing Co.; interior tile work, Central Mosnic Co.; hardware, Stewart Bros. Hardware Co.; electric wiring, Lytle Electric Co.; plumbing, Moore & Co.; roofing, Bartholomew Roofing Co., all of Memphis. The Virginia Bridge & Iron Co. of Roanoke supplied 1500 tons of steel; ornamental iron work, Herzog Iron Works, St. Paul; six electric traction elevators, Kaestner & Hecht Co., Chicago; interior marble, Charles McDonald Marble Co., Cincinnati; bronze work, Wisconsin Iron & Bronze Co., Milwaukee, and Art Metal Construction Co., New York; plastering, Niehaus & Co., St. Louis; vaults, National Safe & Lock Co., Cleveland; Ornamental terra-cotta, Atlanta Terra-Cotta Co., East Point, Ga.; granite, Booth Bros. & Hurricane Isle Granite Co., New York; floor arches and partitions, Chattanooga Sewer Pipe & Fire-Brick Co., Chattanooga; metal frames, Mesker Bros. Co., St. Louis; heating, Newberry Electric Co., St. Louis; painting, W. E. Maginnis, Baltimore; face brick, Hydraulic Press Brick Co., St. Louis.

Texas Cotton Palace.

[Special Cor. Manufacturers Record.]

Waco, Tex., October 17.

The Texas Cotton Palace opens at Waco on November 1, and will continue for 16 days, offering to the multitudes of Texans and visitors from other States a veritable panorama of inspiration, education and amusement. Cotton in all forms from all producing climes, from the planting to the making into garments, is to be shown. Texas raises about 5,000,000 bales of cotton per annum, worth to the planters between \$250,000,000 and \$300,000,000. Its cottonseed, considered worthless 40 years ago, now brings at least \$40,000,000. The advance in cotton growing and the manufacture into goods is one of the most interesting and novel features of this great exposition; the most modern in machinery of all kinds, farm and labor-saving implements are shown in the greatest array; the latest in scientific and industrial achievement forms a leading part.

M. B. DAVIS.



BANK OF COMMERCE & TRUST CO.'S BUILDING.

STANDARD STEEL CO.**Reorganization Plan Outlined by Committee, Capital to Be \$15,500,000.**

The committee representing security holders of the Standard Steel Co., Birmingham, has outlined the plan of reorganization, the capital stock to be \$15,500,000. This plan proposes to furnish \$1,981,887, and is said to have been underwritten to the extent of \$1,000,000. The capitalization will be divided as follows:

First preferred 7 per cent. stock \$3,000,000, cumulative from November 1, 1913, preferred both as to dividends and assets, and redeemable at 110 per cent. and ac-

crued dividends; second preferred non-cumulative 6 per cent. stock \$5,000,000, preferred both as to dividend and assets over the common stock, and \$7,500,000 par value of common stock. All stock of new company, except directors' qualifying shares, to be vested for not exceeding five years in Alexander J. Hemphill, Alfred A. Cook and Francis D. Pollak, as voting trustees. Voting trust certificates representing stock of the new company are to be distributed and offered for sale to certificate holders as follows: Holders for certificates representing secured notes, for each \$1000 of such notes and payment of \$325, will receive \$325 par value first pre-

ferred stock of the new company, \$1000 par value second preferred and \$325 common. Holders of certificates representing first mortgage bonds, for each \$1000 of said bonds and the payment of \$162.50, will receive \$162.50 par value new first preferred, \$500 par value second preferred and \$162.50 common stock. To holders of certificates representing debentures and claims for each \$1000 and a payment of \$65, will receive \$65 first preferred, \$200 second preferred and \$65 common. Holders of certificates representing preferred stock of the old company, for each \$100 par value of their holdings and a payment of \$5, will receive \$5 par value of new first preferred stock and \$45 new common. Holders of common stock, for each \$100 par value of their holdings and the payment of \$3, will receive \$3 par value new first preferred and \$20 new common. It is stated the properties subject to the reorganization have been profitably operated since acquisition. The reorganization committee consists of John W. Platten, Alexander J. Hemphill, Edwin G. Merrill, Benjamin Strong, Jr., Harry Bronner, Neville G. Higham, S. H. Voorhees and Alfred A. Cook, all of New York. The new company will probably be called the Gulf States Steel Co.

South Georgia Lands.

Editor Manufacturers Record.

I have for the past 15 years been a close student of the financial condition in Georgia and its opportunities, and have come to the conclusion that there is more money to be made and more actual good to be secured to both the operator and surrounding country by the careful and scientific development of South Georgia lands for cattle raising and diversified farming.

I can today secure several fine tracts of land along some of our great railroad lines at \$6 to \$15 per acre. This land is perfectly adapted to farming and cattle raising. It only needs someone to demonstrate to our farmers the opportunity that is at their doors. While so demonstrating he can fill his bank account. The South must turn to cattle raising. We have right at our doors the cheapest feed known for them—cottonseed meal and hulls. Cattle can be fed from pasture here nine months in the year, and it only costs \$3 per month per head to feed them off of cottonseed hulls and meal the other three, while you will get in the shape of fertilizer material from the droppings at least half of this back. Native cattle can be relied upon to furnish the females for the beginning of this business, and by bringing in a few heifers and a bull or two of some outside heavy beef variety we can develop a hardy herd and heavy beef that the South has never realized can be raised here. We have mastered the cattle-tick question. It no more offers any great obstacle to this business, and we know that there is an increasing demand for beef cattle that we must meet in some way. I am heart and soul in this thing and want to see it demonstrate its worth.

JAS. L. HUNTER.

Atlanta, Ga.

A Source of Information.

The Rev. C. W. Bates of the Asheville Methodist Protestant Church, Asheville, N. C., writes to the MANUFACTURERS RECORD:

"I desire to thank the MANUFACTURERS RECORD for a list of art glass manufacturers. I have hunted all the theological journals within reach without half as much success as came by simply asking you for the information. I shall certainly mention your journal in my correspondence."



MASSIVE STEEL BRIDGE ACROSS THE BRAZOS RIVER, WITH WACO IN THE DISTANCE, SHOWING THE DEVELOPMENT OF THAT CITY.

DEVELOPING SHALE AND CLAY.**Athens the Center of a Flourishing Section of Texas.**

[Special Cor. Manufacturers Record.]

Athens, Tex., October 18.

A very notable development of the shale and clay resources of this section has occurred in recent years, and Athens has become a really important manufacturing center of not only ordinary building brick, but various kinds of face brick, glazed tiling, hollow tile, sewer pipe, etc. A branch of the Evans-Howard Brick Co. of St. Louis is located here, which plant has supplied all of the brick required in the construction of such buildings as the Adolphus Hotel and the Busch office building at Dallas, and others important magnificent structures in Texas. A movement is on foot by the Young Men's Business League of Athens to induce the investment of additional capital in new companies, to the end, that the almost inexhaustible supply of shale and clay hereabouts may be still further utilized.

In addition to the clay products of the section, there are timber resources which suggest the possibilities of considerable development. Athens is a typical East Texas city, where the population is largely composed of old residents who have grown moderately wealthy in the course of years, but who have not been touched by the spirit of rapid development which is found in the prairie sections to the west.

As everybody knows who has made any investigation of the situation, East Texas has been passed over by colonists and land developers in favor of the unoccupied lands of the prairie sections, and until recent years this section has not attracted the especial attention even of the railroads which traverse the territory. Lately, however, it has been apparent to the railroad lines and some of the wide-awake operators in lands that a great opportunity exists here for a many-sided development. Some years ago it was discovered that the hills of this sandy loam country were especially adapted to the production of the Georgia Elberta peach, and also to the growing of tomatoes, which are finer and firmer than tomatoes grown in almost any other section, and which ripen very early in the season. The result has been that in a number of East Texas counties peaches and tomatoes are grown in large quantities and have come to be highly regarded in the markets of the North and East.

The county of which Athens is the county-seat—Henderson county—has the distinction of being a most extensive shipper of peaches, and Athens shows a record as a leading fruit town of the South. During 1912 approximately 5000 cars of peaches were shipped from Texas. Of this number, more than three-fourths came from Henderson, Anderson, Smith and Cherokee counties; 1365 cars were shipped from Henderson county, Athens alone shipping 903 cars. The value of the peach crop to Henderson county alone was over a quarter of a million dollars. In 1913 the crop was short throughout the United States, on account of late frosts. While the crop was heavily damaged in East Texas, many of the orchards producing only one-fifth of a crop, the growers received as much as \$1.40 per bushel on an average, as against 85 cents per bushel as the average price of the year before.

There is a necessity for better marketing arrangements and also for the establishment of canning factories to take care of such portions of the crop as are not in condition to be shipped. The entire crop of peaches is dumped on the market at one time, the shipments being made within the period of one week, as a rule. Every

other form of traffic gives way to the peach shippers at that time, and wagons go in a continuous procession, the loaded wagons to the right and the empty ones returning to the left, forming a picturesque scene, but indicating a condition which could be very much improved on if the necessity did not exist for immediately marketing the crop or suffering it to go to waste. There is a movement on foot in Texas to interest producers in plans for better marketing facilities and the establishment of canning factories for such fruit and vegetables as cannot be readily and certainly shipped to outside market points.

Another interesting development in this section is the increased production of cowpeas. Three hundred carloads of cowpeas were shipped from this immediate vicinity in 1912. The price paid the grower ranged from \$1.75 to \$2.25 per bushel. It is stated that almost any land in this county will produce from 18 to 20 bushels per acre, and, in addition to providing a money crop, the vines will replace chemical properties exhausted by corn growing.

The raising of hogs and cattle has received increased attention in Henderson county in recent years, the statement being made that in 1907 Henderson county shipped more hogs than any other county in Texas, Oklahoma or Arkansas.

With the encouragement given by the railroads of the section, and with increased interest on the part of the local community leaders, there ought to be a very considerable development in all East Texas within the next few years. The market price of land is very much below that of lands to the west and southwest of this section, but in variety of production and reliability of return the profits are sufficiently attractive to induce a very considerable degree of interest by Northern farmers and immigrants from other sections in the possibilities for a diversified agricultural development throughout the entire East Texas district.

FOR WELFARE OF EMPLOYEES.**Work of the Tennessee Coal, Iron & Railroad Co. in Alabama.**

A petition signed by 13,000 employees of the Tennessee Coal, Iron & Railroad Co., forwarded to Representative Oscar W. Underwood as an expression of the earnest desire that the United States Steel Corporation shall not be dissolved,

contains an interesting record of the welfare work that has been advanced for the benefit of the employees of the subsidiary company in Alabama by the Steel Corporation. The petition says:

"The precautions taken for our safety while at work; the systematic and modern methods of providing pure drinking water, supplies, sanitation, medical services and first aid under the organized supervision of health department; the great improvement in housing conditions in the company's mining camps and other quarters; the thoughtfulness of the Corporation in providing facilities for education, recreation and our welfare in general by the establishment of first-class day schools under competent and organized supervision, with night schools for vocational training of employees, the erection of clubhouses, public buildings, playgrounds and other recreational facilities, the installation of bathhouses at the works, the beautiful and artistic manner in which its new camps are laid out and constructed, the fencing of the company's houses, and offering of prizes for best gardens and neatest yards; the opportunity given for the exercise of individuality by offering prizes for suggestions from the workmen for improvement in plant opera-

tions; the opportunity for saving under the stock subscription plan; the provision for injured, disabled and old employees by the voluntary relief plan and the pension fund, are all so much in advance of the conditions which prevailed in this district prior to the advent of the United States Steel Corporation that we are convinced that it would be a calamity for us were the Corporation dissolved or its influence withdrawn from the district."

R. E. S. Rives of 3450 Highland avenue, Birmingham, who was active in furthering the petition, writes to the MANUFACTURERS RECORD to emphasize the fact that the petition was circulated without authority of either the United States Steel Corporation or the Tennessee Coal, Iron & Railroad Co., and he adds:

"The old, old question of labor and capital is being solved by the United States Steel Corporation along lines that mean much to the daily lives, happiness and welfare of its employees, and this petition but emphasizes this fact and its value to the entire country."

"Safety" First.

In a report presented at the recent meeting of the National Council for Industrial Safety, Mr. Melville W. Mix, president of the Dodd Manufacturing Co., Mishawaka, Ind., urged the council to lead in the evolution of national standards for all forms of protection of workers. He said:

"Safety must not be automatic; that is to say, the individual must not be led to the belief that there is nothing to fear; that he is to have no responsibility for self-consideration. Through association influences the progress made in the various trades in the way of providing and handling safety devices may be made available to all employers, as in nearly all establishments there are certain forms of exposure that are incident to all, such as electricity, elevators, steam uses, passageways, etc. What shall be the standard of protection for all of these conditions? This council should be a clearing-house on the subject. Through its propaganda there may result national or regional museums of safety and work hygiene; this would certainly be well within the possibilities of the near future if we may succeed in enlisting the active interest of all associations."

Fort Lauderdale Harbor Co.

The Fort Lauderdale Harbor Co., Fort Lauderdale, Fla., has been incorporated with a capital stock of \$500,000 and the following officers: W. H. Marshall, president; H. G. Wheeler, vice-president; Wm. M. Heine, secretary; Frank Stranahan, treasurer. This company plans important harbor improvements, and its president wires the MANUFACTURERS RECORD as follows:

"Harbor cost \$250,000; depth 12 feet; low-tide channel 200 feet wide; turning-basin 1000 feet wide and 1500 feet long; 4000 feet dock facilities; jetties and docks according to Government standards."

Mannington Oil Field.

Chamber of Commerce,

Mannington, W. Va., October 17.

Editor Manufacturers Record.

Mannington has come back as an oil center. We have here the amber oil, commanding a market of \$2.50 per barrel. New strikes in every section of the field, now 20 years old, have produced an old-time condition. On Monday last 10 locations were made in one particular section, and on the next day four additional locations were made. Wells are coming in, some gas and some oil. The wells are ranging from 30 to 250 barrels.

JESSE SHIMP, Secretary.

GOOD ROADS**WEEK'S HIGHWAY RECORD.****Progress in Southern Road and Street Improvement.**

[Further details of highway undertakings and bond issues mentioned below are given under the headings Construction Department and New Securities, published elsewhere in this issue.]

Bonds Voted.

Edna, Tex.—Jackson county voted \$60,000 bonds to construct roads.

Ellisville, Miss.—Jones county authorized \$50,000 bonds to improve roads.

Kirkwood, Ga.—City voted \$25,000 bonds to pave and improve streets.

Lake Charles, La.—Calcasieu parish voted \$900,000 bonds to construct roads.

Lockhart, Tex.—Precinct No. 1, Caldwell county, voted \$50,000 bonds to gravel roads.

Logan, W. Va.—City voted \$50,000 street and sewer bonds.

Mt. Dora, Fla.—City voted \$12,000 bonds to improve streets.

Bonds to Be Voted.

Del Rio, Tex.—Val Verde county votes November 25 on \$175,000 bonds to construct roads.

Fairfax, Va.—Fairfax county will, it is reported, vote on \$90,000 bonds to improve roads.

Hahnville, La.—St. Charles parish votes November 11 on \$95,000 bonds to construct about 16 miles shell roads.

Contracts Awarded.

Brownsville, Tex.—Cameron county awarded contract to repair main roads; cost \$25,000.

Dermott, Ark.—City awarded \$17,000 contract for five miles concrete sidewalks and curbs.

Houston, Tex.—City awarded \$66,463.08 paving contracts.

Lake Charles, La.—City awarded contract to pave 19,500 square yards with asphaltic concrete.

Meixia, Tex.—Limestone county awarded contract to construct 55 miles of roads.

Morgantown, W. Va.—Monongalia county awarded \$15,396 paving contract.

St. Petersburg, Fla.—City awarded contract to construct 11,000 feet concrete curbing and 15,000 square yards brick paving; \$36,000 available.

Contracts to Be Awarded.

Ashland, Va.—Hanover county receives bids until November 3 to construct two and one-half miles gravel road.

Burnsville, N. C.—Yancey county will improve roads; \$125,000 authorized.

Calvert, Tex.—Precinct No. 1, Robertson county, receives bids November 1 to construct 50 miles gravel highways.

Catonsville, Md.—Sidewalk Commission will lay six-foot concrete sidewalk.

Elkton, Md.—Cecil county will expend \$14,000 to gravel roads.

Fort Worth, Tex.—Tarrant county will pave four new bridges; estimated cost \$75,000.

Mansfield, La.—City will construct about four miles sidewalks.

Marion, Va.—Smyth county receives bids until November 3 to grade and macadamize 98 miles and grade 20 miles in Marion district.

New Orleans, La.—Board of State Engineers opens bids November 10 to construct nine miles of public highway.

Oberlin, La.—Allen parish will improve roads, expending \$30,000.

Palestine, Tex.—International & Great Northern Railway will lay vitrified brick paving at depot; cost \$11,000.

Prattville, Ala.—Autauga county re-

ceives bids until November 17 to grade and drain part of Selma and Montgomery road; cost \$4000 to \$8000.

Raleigh, Miss.—District No. 1, Smith county, opens bids November 3 to construct 17.3 miles sand-clay road.

Shreveport, La.—Caddo parish receives bids until November 13 to grade and gravel two and one-half miles of road.

Tennessee Road Construction.

S. G. Keller, Commissioner of Public Improvements, Bristol, Tenn., has made the following statement:

"Of the \$50,000 allowed Bristol from road bond issues made by the county of Sullivan, \$17,000 was spent in street improvements prior to the time that I was placed in charge of this department. This \$17,000 was used in grading and macadamizing streets, the contract price being \$1.50 per yard. The plan under my predecessor was to follow the plan adopted by the county, macadamizing the streets through the center for a width of only 20 feet, leaving the sides without macadam. The remaining \$33,000 of this bond money I am handling for the city without letting the work to contract. Under my plan the streets are being macadamized from curb to curb. This work is in progress on the principal streets outside of the paved street district. It is estimated from my experience of the last year that the \$33,000 will build 14 miles of street of a thoroughly substantial character. The city owns its quarry and machinery and crushes all stone with water power, and has under the present administration (commission form) been putting stone on the streets, thoroughly rolled, at a cost of 75 cents per cubic yard. This cost includes the hauling of the stone a distance of one and a half miles. In connection with this work sewers are being laid by the city, and all streets are being improved and water and gas connections are being taken to the property lines, in order that the work may be permanent."

For Better Highways.

Charles P. Light, assistant to the president, American Road Congress, Colorado Building, Washington, D. C., writes to the MANUFACTURERS RECORD:

"This is the first opportunity I have had to thank you for the splendid publicity MANUFACTURERS RECORD gave the third American Road Congress. It was only through the fine co-operation of the press generally, but especially that branch to which your paper belongs, that the congress was made so successful. We feel that an impetus was given the desire on the part of the people generally for better highway and street conditions, that will be productive of great good in the near future."

Southern Appalachian Good Roads.

The program for the fifth annual convention, at Asheville, N. C., this week, of the Southern Appalachian Good Roads Association included addresses on progress and prospects in road building in West Virginia, Virginia, Kentucky, Tennessee, Georgia, Alabama and the Carolinas, and on the interest of transportation companies, colleges and universities and the Federal Government in highway improvements.

Voted \$900,000 Road Bonds.

Calcasieu Parish, La., has voted bonds for \$300,000 to construct roads. This is another instance of the determination of Southern communities to secure highways of modern construction.

RAILROADS

A complete record of all new railroad building in the South will be found in the Construction Department.

A YEAR OF PROGRESS.

Nashville, Chattanooga & St. Louis Railway Expended Liberally for Upkeep.

There was approximately \$3,000,000 expended during its last fiscal year for the upkeep of the Nashville, Chattanooga & St. Louis Railway, according to the annual report of the company, which covers the 12 months ended June 30, 1913. The exact figure was \$2,900,227.03, or \$2362.90 per mile of main line track, which is over \$330 per mile more than the expenditure during the next previous year.

Among the improvements on the road was the construction of a new line into Hickman, Ky.; the building of eight and one-half miles of second track and about 13 miles of sidings. About 29 miles of new 85-pound rails were laid on the Chattanooga division and about 46½ miles on the Nashville division, this replacing 80-pound rails, while about two and three-quarters miles were laid on the Atlanta division, replacing 68-pound rails. About 92 miles of 80-pound relaying rails were laid on the Memphis division, replacing lighter steel, besides about two miles on the Huntsville branch. Some 58 and 68-pound relaying rails were also put in on the Columbia and Huntsville branches for a total of 15 miles, replacing 52-pound rails.

Bridges and trestles were also bettered, concrete spans taking the place of some pile bridges, heavier bridges being substituted for light spans, pile trestles being filled in at some points, and other advances made in this character of construction. A contract has been let for the steel work of a new viaduct across Running Water Creek on the Chattanooga division, for which the concrete work has been completed. A total of about 22½ miles of second track has been added, this being in several small sections.

The stockholders having authorized an increase of \$6,000,000 in the common capital stock for the purpose of retiring an issue of \$6,300,000 of 7 per cent. bonds which matured July 1, 1913, the company offered the stock for sale to the shareholders in the proportion of 60 per cent. of their holdings. All excepting 132½ shares was thus subscribed for before June 30, and this unsubscribed balance was sold otherwise for \$17,371.25.

The statement of results shows that gross earnings during the last year were \$13,317,161.93. Compared with the results of the previous year this is an increase of \$1,054,486.83. Operating expenses were \$10,438,783.20, increase \$1,059,911.34; net earnings \$2,883,803.84, decrease \$5425.11. Net earnings from all sources, including traffic, were \$3,400,414.73, and net income after interest, rentals and taxes was \$1,550,186.98; balance transferred to credit of profit and loss after payment of dividends, \$851,254.80.

The equipment record of the road for the year shows that five locomotives were bought, five were rebuilt and four were sold. There were 350 freight cars bought, 62 built, 10 converted from work cars and 416 were rebuilt. There were 250 cars retired and 28 converted to work cars. The passenger and the work equipment displays little change.

The Nashville, Chattanooga & St. Louis is one of the older roads of the country, this being its sixty-second annual report.

It operates 1231 miles of lines, and its

investment in road and equipment is estimated (after due allowance for depreciation) in the balance sheet at \$31,022,501. Total assets, including the foregoing, are \$43,489,031.88.

HEAVIER LOADS ON CARS.

Interesting and Enlightening Arrangement for Revision of Rates to Obtain Them.

An interesting and informing letter concerning the heavier loading of freight cars has been issued by the National Tube Co. of Pittsburgh, and the argument presented therein is of value to everyone whose business is related in any way to the work of transportation. Introducing the subject, the letter cites data showing that during the last 10 years the average carrying capacity of freight cars on 28 of the most important railroads in the United States increased 9.18 tons per car, or 33.46 per cent., while the average number of tons of revenue freight per loaded car increased only 3.47 tons, or 21.36 per cent. It is further demonstrated that while the ratio of average load to capacity in 1902 was 58.47 per cent., in 1912 it was only 53.29 per cent., because there was not an increase in loading proportionate to the greater capacity of cars.

It is pointed out that these results are due to failure by traffic officials to fully comprehend the needs of shippers and to recognize that commercial conditions always limit the size of carload units. The demand for a small carload unit affects traffic moved in boxes, barrels, etc., lumber, and perhaps some other articles, but not such loose freight as coal, grain, building materials, etc., which are handled in large quantities in bulk, and the present plan of having only two rates—one for carload lots and another for less than carload lots—is opposed upon the ground that it is unfair to demand that a shipper who has a quarter a third or one-half of a carload should be obliged to pay as high a rate per 100 pounds as a shipper who has, say, only five tons to ship. It is therefore argued that in offering the lowest rate for a carload shipment there should be a more nearly proportionate rate given to him who has only a half, a third or a quarter of a carload. It is stated that in Europe freight tariffs are thus graduated in relation to the size of shipments.

It is observed that the present freight rate on lumber, for instance, from the Pacific coast to New York is 75 cents per 100 pounds for carload lots and the less than carload rate is \$2.25 per 100 pounds. In lieu of this it is suggested in the letter that a rate could be made ranging from 50 cents per 100 pounds to \$2.25 per 100 pounds for shipments ranging from 80.00 pounds down to 300 pounds, respectively. A similar schedule of rates could be established for other classes of shipments. In support of this plan it is argued that there would naturally be a demand to ship as much as possible at a time in order to obtain the lowest rate, while at present, owing to the wide difference between the two rates now prevailing, the effort of buyers of less than carload lots is to keep down the size of shipments as much as possible. Consequently, it is claimed that the railroads would make more money than they do now. The result, it is succinctly said, would be an actual saving in freight costs to shippers which would compensate them for building up heavier loads, and at the same time this would result in a marked increase in net earnings for the lines.

In conclusion, it is stated that this problem of heavier loading of cars is of such vital importance to the railroads themselves that they might well afford to take it up in the American Railway Association and establish a heavier loading bureau in charge of a commissioner whose duties it should be not to compile statistics, but rather to start a thorough campaign for heavier loading of equipment.

ORANGE & NORTHEASTERN.

\$1,000,000 of Bonds to Be Sold to Complete Extension to Natchitoches, La.

The Orange & Northeastern Railway Co., says a report from Houston, Tex., has arranged for the sale through the Commonwealth Trust Co. of that city, trustee and fiscal agent, of \$1,000,000 of 5 per cent. first-mortgage bonds, the proceeds thereof to be devoted to the extension and completion of the line from Port Orange to Natchitoches, La., 130 miles. Ed. Kennedy of Houston, president of the railway company, is quoted saying that the Shreveport & Calcasieu Construction Co. will begin within 30 or 40 days tracklaying from Vinton, La., northward 10 miles to a connection with the Sabine & Red River Railroad. The company now has 40 miles in operation.

When finished this road, it is said, will, through a connection at Natchitoches with the Louisiana & Northwestern Railway, provide a short route from St. Louis to the Gulf of Mexico. There are now 10 miles of line graded, with culverts put in, between Vinton and Stark, while between the latter and Port Orange, which is on the Louisiana shore of the Sabine River, opposite Orange, Tex., a survey is completed. Track is laid from Stark to Turpentine, and some grading has been done between the latter station and Leesville, La. A survey has also been made through to Natchitoches. Connections other than that mentioned will be made at Vinton with the Texas & New Orleans Railroad, at Leesville with the Kansas City Southern, at Merryville with the Santa Fe, and at Cypress and Natchitoches with the Texas & Pacific Railway. Bonuses to the amount of \$375,000 are reported subscribed. Construction is to be done in sections of 15 miles each.

Among the other officials are W. H. Stark, J. G. Gray and G. M. Sells, vice-presidents, and F. H. Harwell, treasurer. J. C. Simons, Cary Shaw and George Holland are also directors. General counsel are Gill & Jones of Houston, Tex., and George Holland of Lake Charles, La., for the railway company, and Pujo & Williams, of the same place, for the construction company.

BIG BOND ISSUE EXPECTED.

Pennsylvania Railroad Said to Contemplate \$1,000,000,000 for Many Years' Needs.

The Pennsylvania Railroad Co., according to recent rumors in New York financial circles, contemplates a large bond issue—probably as great as \$1,000,000,000—to provide for refunding and improvements during many years to come.

At the headquarters of the railroad company in Philadelphia a statement referring to the rumors was issued from its publicity bureau as follows:

"It is the policy of the company to make public declarations of any purposes it may have in the direction of new financing at the earliest practical moment after such policy has been decided upon.

"It is not the policy of the management to comment on purely irresponsible rumors concerning its intentions."

Another report from Philadelphia says that a plan is being considered to leave the amount of the bond issue indefinite, but to have the stockholders at the annual meetings decide how many bonds shall be

issued under the mortgage in any year. It is further pointed out that, although the bonds would not be first mortgage, the company, which pays 6 per cent. dividend, is earning 9 to 10 per cent. on its stock, and this fact would be a guarantee of interest as well as of security.

Louisville & Nashville's New Line.

The Louisville & Nashville Railroad Co. says in its annual report that construction of the Lewisburg & Northern Railroad, which is the incorporated name of the Tennessee section of its new double-tracked line between Nashville, Tenn., and Athens, Ala., is being pushed as rapidly as possible, and that 75 per cent. of the work necessary to construct the roadbed has been completed. There is one tunnel 1600 feet long, on which about one-third of the necessary work has been finished. Over the Cumberland River at Nashville there is a high bridge and viaduct. All of the steel for the bridge has been delivered, and about one-half of it is in place. About one-third of the grading on the gravity freight yard at Radnor, just north of Overton, is done. Some shop buildings will also be erected there. Between the Tennessee boundary and Athens the grading of the new line has been finished and track is being laid.

It is further stated that grading in connection with the reduction of grades and construction of second track on this (the Nashville & Decatur) division between Overton and Brentwood and between Athens and Decatur is approaching completion. Double track and revision of grades on the South & North Alabama Railroad between Birmingham and Decatur will be completed during the present company year, which ends June 30 next.

New Equipment, Etc.

Maryland Electric Railways Co., operating Baltimore & Annapolis Short Line, proposes to use all-steel interurban cars.

Southern Railway is reported in the market for 500 hopper cars.

Beaumont-Port Arthur Interurban Railway will shortly receive 9 interurban cars from the Southern Car Co., High Point, N. C.

J. B. Jenkins Coal & Coke Co., Elkins, W. Va., according to a market report, contemplates ordering 400 hopper cars of 50 tons capacity.

Missouri Pacific Railway is reported making plans for the construction of 2000 steel gondola cars, but the order has not yet been placed.

Baltimore & Ohio is expected to order 5000 tons of bridge steel.

Chicago, Burlington & Quincy Railway has given a contract to the Haskell & Barker Car Co., Michigan City, Ind., for 500 gondola cars of 50 tons capacity. The railway is also reported to have ordered 25,000 tons of rails from the Illinois Steel Co., Chicago. It is also said that 500 more gondola or hopper cars may be ordered.

Mobile & Ohio Railroad is reported in the market for 1500 cars, for which proposals are being received.

Norfolk & Western Railway will order 500 tons of structural steel.

Baltimore & Ohio Statement.

The Baltimore & Ohio Railroad's statement of earnings and expenses for September shows: Operating revenue \$9,797,853, increase as compared with the same month of last year \$431,482; total operating expenses \$6,453,250, increase \$318,683; net operating revenue \$2,744,603, increase \$112,799.

For the first three months of the current fiscal year—July, August and September—the operating revenue was \$27,

479,818, increase as compared with the same period of last year \$1,782,291; total operating expenses \$18,993,627, increase \$1,187,566; net operating revenue \$8,486,191, increase \$594,725.

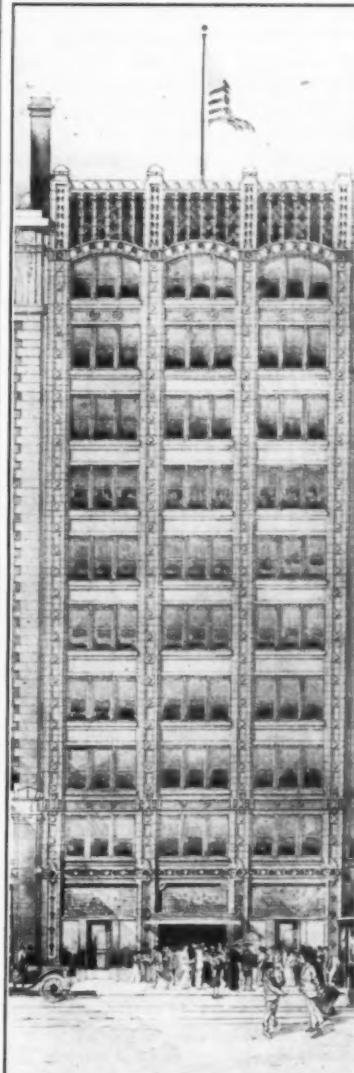
It is estimated that the outside operations of the company, which are not included in the foregoing, will show a deficit in net for September of \$70,000, as compared with a deficit of \$77,068.23 in September, 1912.

Freeport Passenger Station.

The Blodgett Construction Co. of Galveston has begun driving piling for the new passenger terminal of the Houston & Brazos Valley Railroad at Freeport and Freeport Junction, Tex. Superintendent T. G. Banks of the railroad states that this work will be pushed and that the terminals will be completed in November. The road is also preparing to move sand for ballasting its tracks within the next few days from sand pits on the railroad's property at Angleton.

Fast Steamer and Train Service.

The Southern Railway and the Chesapeake Steamship Co. It is announced, will establish a daily service between Baltimore and Richmond, beginning November 17. Steamers will convey passengers between Baltimore and West Point, Va., while express trains will take them between West Point and Richmond, parlor car service being also provided on the boat trains.



FOSTER BUILDING, HOUSTON.

To be erected for M. E. Foster for theater, stores and offices; 150x47 feet; 10 stories and basement; fireproof; composition roof; cost \$150,000; 2 Otis elevators to cost \$15,000; heating to cost \$25,000; architect, A. C. Finn; contractor, W. H. Young, both of Houston.

TEXTILES

Southern Electrical Mill Installations

Among recent contracts for electrical machinery to be installed in Southern cotton mills was the following equipment built by the General Electric Co. of Schenectady, N. Y.: Piedmont (S. C.) Manufacturing Co., 1000 K. W. and 940 K. V. A. alternating-current generators, with 35 K. W. exciters, three 25 K. V. A. transformers and switchboard; for distributing power throughout mills, 37 motors from 3 H. P. to 50 H. P. will be added; Riverside & Dan River Cotton Mills, Danville, Va., add three 1750 K. V. A. oil-cooled transformers and three smaller 50 K. V. A. transformers; Thrift Manufacturing Co., Charlotte, N. C., equipment for electric drive consisting of 37 motors ranging from 3 H. P. to 100 H. P., 50 K. V. A. transformers, a Tirril regulator, switchboard, switches, etc.; Virginia Cotton Mills, Swepsonville, N. C., install for individual electric drive in its mills apparatus to consist of 550 K. V. A. alternating-current generator, two 220 K. W. transformers, 571 motors ranging from $\frac{1}{3}$ H. P. to 10 H. P., switchboard, switches, etc.; Sanford (N. C.) Cotton Mills, add a 150 H. P. induction motor; Park Cotton Mills, Lagrange, Ga., add one 20 H. P., one 35 H. P. and four 25 H. P. motors, switches, etc., to electric drive equipment; Lincoln Cotton Mills, Southside, N. C., a 35 H. P., two 50 H. P. and two 75 H. P. induction motors; Cannon & Co., Yorkville, S. C., install equipment for electric drive consisting of 31 motors ranging from 5 H. P. to 100 H. P., switchboard, switches and accessories.

Florida Sisal Hemp Enterprise.

An accompanying illustration presents a view of the plant of the Sisal Hemp & Development Co. of St. James City, Fla. This company has an 80-spindle mill driven by steam and electric power, with 10-hour capacity of six tons of rope and twine. Manila and Sisal hemp are now being used, most of the Sisal being im-



SISAL HEMP PLANT AT ST. JAMES CITY, FLA.

ported from Nassau and the Manila from the Philippine Islands. Describing its plant, the company recently wrote to the MANUFACTURERS RECORD as follows:

"Dimensions of main building, 210x90 feet; side buildings, 145x25, 35x45 and 25x45 feet, with outbuildings; blacksmith shop 30x40 feet, and pattern shop 30x40 feet; construction of concrete; Kahn system of plastered wire lath, practically fireproof. Approximate cost of machinery installed, \$200,000; amount of horsepower, 300; number of acres hemp planted, 300; probable production, 1500 pounds per acre; total number of acres to be planted by company, possibly 3000."

The Cotton Movement.

In his report for October 17 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 47

days of the present season was 3,061,729 bales, an increase over the same period last year of 117,169 bales. The exports were 1,626,629 bales, an increase of 225,973 bales. The takings were, by Northern spinners, 333,486 bales, an increase of 118,783 bales; by Southern spinners, 387,728 bales, an increase of 27,185 bales.

Rome Hosiery Mills.

The Rome (Ga.) Hosiery Mills has plans for constructing addition recently announced. This building will be two stories high, 120x64 feet, of brick construction, equipped with sprinklers, heating system, 100 knitting machines, etc. This installation will increase the company's daily output to 2200 dozen pairs of hosiery. In its dyehouse the company will add two dyeing machines and an extactor, and in its board-room will add three dry boxes and one press.

Fort Mill Mfg. Co.

The Fort Mill Manufacturing Co., Fort Mill, S. C., will build a 300x125-foot addition of modern mill construction for a weave shed. It will install in this building 600 looms taken from its present building and then double the 10,000 spindles in present building. J. E. Sirrine of Greenville, S. C., is the architect-engineer in charge.

Fairview Hosiery Co.

The Fairview Hosiery Co., Tarboro, N. C., has been incorporated with a capital stock of \$30,000 and will add new machinery in the plant formerly used by the Wah Kee Mills, the daily capacity to be 250 dozen pairs of hose. Officers as follows: George Howard, president; W. G. Clark, vice-president; C. A. Johnson, secretary-treasurer.

Greenville Cotton Mills.

The Greenville (N. C.) Cotton Mills has been organized with a capital of \$100,000 and the following officers: J. G. Moye, president; E. B. Higgs, vice-president; W. H. Norris, general manager. This company will build a 5000-spindle mill for manufacturing hosiery yarns, and

it is the enterprise recently noted as proposed by Mr. Higgs and associates.

Textile Notes.

J. F. Ames of the Selma (Ala.) Manufacturing Co. will not establish a lace mill. Recent report was not correct.

Melvin G. Palliser, New York, has purchased the Fayetteville (N. C.) silk mill of the Ashley & Bailey Company at \$23,000.

The Corriher Mills Co., Landis, N. C., will install 4000 spindles. It has erected a 250x76-foot brick building, costing \$11,000, in accordance with plans when organized some time ago.

J. W. Streetman and R. L. Greenlee, Marion, N. C., have leased and will operate the Mt. Ida Hosiery Mills, equipped with 50 knitting machines and accompanying apparatus for manufacturing seamless cotton hosiery.

MECHANICAL

Chicago Concrete Mixer for Paving Streets.

A striking illustration of improvements in road and street machinery is given in work now being carried on in street paving in Baltimore by the use of concrete mixers provide with equipment for rapid and economical handling of the mixture of the materials is shown in the accompanying illustrations of a complete Chicago street paver at work on the street



CHICAGO MIXER WITH SKIP BEING LOADED.

improvements under way in Baltimore, where several million dollars are being expended on paving. This type of mixer is manufactured by the T. L. Smith Company, Majestic Building, Milwaukee, Wis., with Southern offices at Atlanta, Ga., and Houston and Dallas, Tex.

The mixer shown is the No. 14 Chicago street paver, with distributing cylinder, by means of which the material may be placed at any point on a 30-foot street, with the machine in position near the middle of the street. The mixer is portable, and as soon as the paving is sufficiently advanced to require moving the

illustrations, is laying 1000 square yards of six-inch concrete paving per day of nine hours with a crew of 18 men, including four men operating the mixer, and using one-quarter ton of bituminous coal fuel. The mixture ordinarily used by this firm in making pavements is one part cement, three parts sand and six parts of washed gravel. In the present case the sand and gravel are furnished by the Arundel Sand & Gravel Co. of Baltimore, and the cement is furnished by the National Building & Supply Co. of Baltimore. The cement used by the contractors on various work done by this machine includes the Alpha,



SKIP PASSING MATERIALS INTO MIXING CYLINDER.

mixer ahead it is easily accomplished by throwing in the traction gears.

This machine combines the batch mixing action with a continuous discharge. The distributing cylinder is a steel pipe 18 inches in diameter and 15 feet long, operated by means of a sprocket and chain. Spirally placed plates riveted inside the cylinder keep the concrete constantly in motion toward the discharge end. The cylinder sweeps an arc of 180 degrees and the mixing action continues the full length of the distributor.

The Chicago street paver is charged from the rear by means of a wide skip

made by the Alpha Portland Cement Co. of Easton, Pa.; Lehigh, made by the Lehigh Portland Cement Co. of Allentown, Pa., and Security, made by the Security Cement & Lime Co. of Hagerstown, Md. The six-inch concrete base will be covered with rectangular creosoted wood blocks 3x3½x8 inches, supplied by the United States Wood Preserving Co., 165 Broadway, New York, and prepared in its Buell (Va.) creosoting plant.

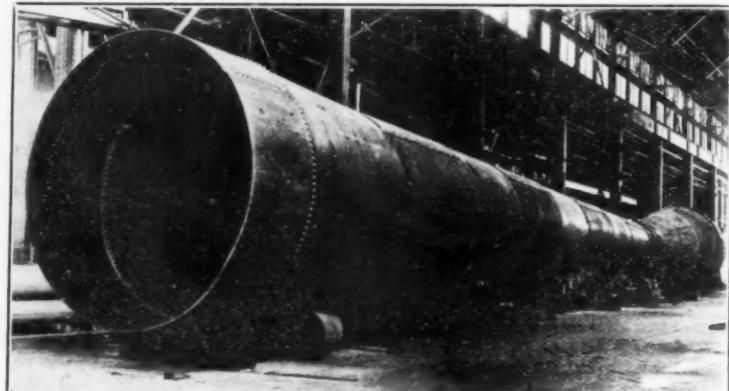
The general dimensions of this mixer are 12½ feet high, exclusive of stack; feed level with single skip 10 inches, or 16 inches if double skip is provided;

holding a full batch, affording room for three wheelbarrows to be used in dumping proper proportions of the materials into the skip. As soon as loaded it is hoisted as shown in the illustration, and the mixing is continuous until the batch is deposited. Previous to the 1913 type the machine was built with an 8-horse-power engine and a 10-horse-power boiler, and was designed for mixing a batch of one bag of cement with proper proportions of sand and gravel to produce 10 cubic feet of mixed concrete. With that machine the George Long Contracting Co. of Baltimore, owner of the machine shown in the

width, 8 feet; length, 10 feet; weight with cylinder, 16,000 pounds. The capacity of this No. 14 mixer is 10 cubic feet per batch mixed. It requires a crew of 18 men to keep up with the machine's capacity. The 1913 model of the machine of the same number has a 10-horse-power engine and 14-horse-power boiler, permitting a much greater laying capacity, as high as 1400 to 1800 square yards per day of nine hours, being usual for laying six-inch concrete. This type of mixer is made in larger and smaller sizes, the No. 14 being large enough for rapid street paving and at the same time not too

Venturi Meters in Baltimore.

Among the 14 Venturi meters in use by the water-works and in the new sewer system of Baltimore, this efficient gauge of water flow is found in sizes from the three-inch meter measuring hot water for boiler feed at the Mt. Royal pumping station to the 115-inch meters in the new Loch Raven developments of the water-works. The latter immense tube is shown in the accompanying illustration. It was constructed by the Builders Iron Foundry of Providence, R. I., maker of Venturi tubes and recording meters.



LARGE VENTURI METER TUBE FOR BALTIMORE WATER SUPPLY SYSTEM.

large to be conveniently moved from place to place in the city.

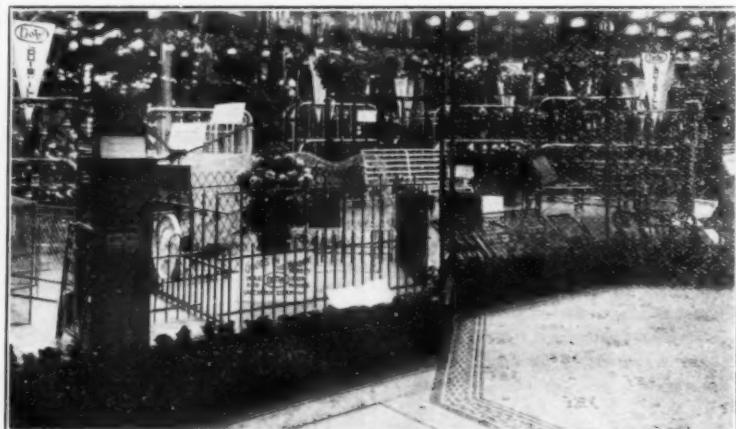
Exhibit of Dow Products.

The attractive designs in ornamental and structural iron, brass and bronze work made by the Dow Wire and Iron Works, Louisville, Ky., are shown in the accompanying illustration of the company's exhibit in the "Made in Louisville" exposition. The exhibit was in the form of a large window display, and attracted much attention.

The wide variety of the company's products is evident, though a number of them are not shown. They include elevator cabs, enclosures, various types of wire guards and doors, stairways, fire-escapes, ornamental columns, beams and lintels, iron and wire fences, the Kirker

The part shown in the illustration consists of the tube 92 feet long, 115 inches in diameter at the ends and 45 inches at the throat. When installed near the Loch Raven dam in the water supply system now under construction it will measure accurately all flows from 25,000,000 to 260,000,000 gallons in 24 hours. It will be lined with 2½ inches of concrete except at the inlet and throat, where it is cast iron, the throat being lined with bronze. The exterior of the tube will be covered with concrete to conform with the great water main leading from the reservoir.

The recording and indicating device will be located in a small building over the narrow part of the Venturi tube. It is the type M register, which contains



LOUISVILLE EXHIBIT OF DOW ORNAMENTAL METAL PRODUCTS.

Bender patented slide escape, extensively used in the United States and Canada on public buildings, schools, hospitals, asylums and theaters, bank fixtures, metal furniture, grill work, window and door screens, baggage carriers for bicycles and motor cycles; wire fenders for fireplaces, iron and wire chairs and settees, metal bedsteads, as shown in the illustration, and other similar articles made of metal.

The demands for its products now require continuous work for 24 hours per day with relief crews, and an extensive addition is also being made to the plant to enable it to produce the required output.

three dials. The indicator dial shows the rate of flow at any moment; the register dial shows the total number of gallons of water that have passed through the tube, and the chart recorder dial produces a continuous record of the rate of flow. A booklet on the subject of the Venturi meter is published by the Builders Iron Foundry, in which its construction and principles are described and the various applications stated.

Palatka, Fla., is preparing for the Atlanta Inland Waterway Convention to be held there November 17-18.

Construction Department

TO OUR READERS!

In order to follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS RECORD seeks to verify the items reported in its Construction Department by full investigation. It is often impossible to do this before the item must be printed or else lose its value as news, and in some items it is found advisable to make statements as "it is reported" or "rumored," and not as positive information. If our readers will note these points they will see the necessity of the discrimination. We are always glad to have our attention called to errors that may occur.

HOW TO ADDRESS

The name of one or more incorporators of a newly incorporated enterprise should always be shown on letter addressed to the official headquarters or to the town of the parties sought, as may be shown in the item. Sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. By following these general directions the postoffice will be enabled to deliver your mail promptly, although it is inevitable that some failure by the postal authorities to deliver mail to new concerns will occur.

WRITE PERSONAL LETTERS

In communicating with individuals and firms reported in these columns a letter written specifically about the matter reported will receive better and quicker attention than a circular. In most instances a return postal card or addressed and stamped envelope should be enclosed with letter.

In correspondence relating to information published in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

The Daily Bulletin of the Manufacturers Record is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$25 per year. On all advertising contracts in the Manufacturers Record for three months or longer a subscription to the Daily Bulletin is included for the contract period.

BRIDGES, CULVERTS, VIADUCTS

Fla., St. Augustine.—City is asking plans for lately-voted bridge across San Sebastian River; J. L. Center, Chmn. Bridge Com. (See Machinery Wanted.)

Ca., Monroe.—Greene County R. R. Co., M. F. Mable, Ch. Engr., will construct 50-ft. trestle on railroad line to be built from Good Hope to Monroe; S. N. Hughes, Bostwick, Ga., contractor.

Md., Leitersburg.—Washington County Commrs., Hagerstown, let contract Chas. Baker, Breathedsville, Md., to construct reinforced concrete bridge, 60 ft. long, across Antietam Creek.

Miss., Cotton Gin (not a P. O.)—Board of Supervs. Monroe county, G. G. Ray, clerk of Board, Aberdeen, contemplates erection of bridge across Tombigbee River at Cotton Gin, on Amory and Okolona Rd. (See Machinery Wanted.)

Miss., Raleigh—Dist. No. 1, Smith county, B. S. Snowden, Highway Engr., will construct about 1 mi. wooden bridges; bids opened Nov. 3. (See Road and Street Work.)

Miss., West Point.—Road Dist. No. 2, Clay county, will let contracts to build proposed bridges and roads; L. J. Howard, Clerk Board of Supervs. (See Road and Street Work.)

Mo., Joplin.—Joplin Union Depot Co., E. M. Wise, Prest., Eureka Springs, Ark., approved plans for viaduct at Broadway; will invite

bids which will probably be opened Nov. 20. (Previously noted.)

N. C., Asheville.—Buncombe County Commrs. let contract Nashville (Tenn.) Bridge Co. to construct 6 iron bridges across various streams.

Okla., Enid.—Garfield county will construct lately-noted bridges (in various parts of county) at cost of \$8000; steel: 22, 24, 26, 30, 35 and 50-ft. spans; part of work to be purchased f. o. b. Enid; bids until Nov. 3; B. F. Lewis, County Engr. (See Machinery Wanted.)

Okla., Madill.—Marshall county voted \$50,000 bridge bonds. Address County Commrs.

Tex., Alvin.—Galveston County Drainage List, No. 3 will install 130 cu. yds. reinforced concrete culverts. (See Drainage Systems.)

Tex., Dayton.—Liberty County Commrs., Liberty, let contract at \$25,000 to construct steel bridge across Trinity River; concrete piers.

Tex., Freeport.—Capt. Hudgins of Velasco and A. W. Davis, Freeport, have been appointed referees to aid Commrs. Court (address, Anzleton, Tex.) of Brazoria county in selecting site (including preliminary engineering tests in river bed) for location of steel bridge across Brazos River, to connect Freeport and Velasco. (Bonds for \$60,000 lately noted voted.)

Tex., Gilmer.—Upshur county voted \$40,000 bridge and road bonds. Address County Commrs.

Tex., Houston.—Commrs. Harris and Galveston counties let contract Horton & Horton at \$25,000 to construct bridge over Clear Creek; H. L. Washburn, Harris County Auditor. (Lately noted.)

Dickson, C. Von Allmen and Richard H. Tydings; will build plant to mfr. jellies and preserves.

Md., Williamsport.—Williamsport Canning Co., capital \$15,000, Incptd. by J. Walter Layman and Wm. H. Babylon, Williamsport; Wm. B. Thomas, Westminster, and others.

Mo., Webb City.—Crocker Bros. will open bids within few days on \$8000 fireproof building; plans by C. W. Stine, Webb City; install refrigerating machinery, tanking outfit and corkboard; daily capacity, 10 cattle and 35 hogs. (Lately noted.)

CLAYWORKING PLANTS

Ala., Gordo—Bricks.—G. H. Kean contemplates installing brick machinery. (See Machinery Wanted.)

Ark., Murfreesboro—Brick, Tile, etc.—Burnham Co. advises is preparing to establish clayworking plant to manufacture from clay, plastic art clay, kaolin and china clay products. (See Machinery Wanted.)

D. C., Washington—Tiles.—National Lk. Co., Incptd., capital stock \$100,000, by Richard B. Owen, 620 F St. N. W.; Geo. B. Wagner and Edwin H. Snyder.

Va., Bristol—Brick.—Kingsport Brick Corp. increased maximum capital from \$50,000 to \$150,000.

W. Va., Grafton—Pottery.—Consolidated Manufacturers' Co., East Liverpool, O., will build plant; wires Manufacturers Record: "Proposed Grafton factory to have floor space about 60x180 ft.; brick construction building, cost \$10,000; cost of equipment \$40,000; yearly output \$20,000"; wires further: Main office address now Chester, W. Va.,

land and 96 collieries with capacity for \$8,000,000 to 10,000,000 tons coal annually and deposits approximating 3,000,000 tons; purchasers plan organizing new corporation to own and operate properties, William N. Page, Ansted, W. Va., to be actively interested in management; plans involve gradually increasing output to possible capacity for shipments by way of terminals of Baltimore & Ohio, Chesapeake & Ohio and Virginian railroads. It is understood that the West Virginia Syndicate negotiated sale and is composed of following: William N. Page, Prest.; Morgan Favis, Jr., Scranton, Pa., Chmn.; Wentworth Tucker, New York, Secy.; Morgan R. Mills, Richmond, Va., Treas.; George Dobbins Penniman, Baltimore, and Judge W. N. Alden, New York, general counsel, and Hugh L. Kirby, Harpers Ferry, W. Va. (This proposed deal recently briefly outlined.)

W. Va., Logan.—Island Creek Block Coal Co. organized; T. O. Deaumer, Ethel, W. Va., Prest.; R. L. Shrewsbury, V. P.; J. A. Washington, Secy.; J. Carey Alderson, Treas.; E. A. Anthony, Clancey, Mgr.; develop 50 acres; daily output 300 tons; lately noted Incptd., \$25,000 capital stock.

COTTON COMPRESSES AND GINS

S. C., Old Point.—Ebenezer Ginnery, capital \$5000, Incptd. by T. A. Barron, S. W. Barron and F. R. Black.

Tex., Garza.—Garza Gin Co., capital stock \$7000, Incptd. by L. G. Thomas, B. T. Head and A. C. Calvert.

Tex., Jefferson.—Jefferson Cotton Oil & Fertilizer Co. is completing previously described buildings; increasing capital stock to \$75,000. (See Fertilizer Factories.)

COTTONSEED-OIL MILLS

Va., Suffolk.—J. Walter Hosler of Suffolk Cotton Gin and Grist Mill contemplates organization of company to establish cottonseed-oil plant. (See Machinery Wanted.)

DRAINAGE SYSTEMS

Tex., Alvin.—Galveston County Drainage List, No. 3 will install about 130 cu. yds. reinforced concrete culverts; bids until Oct. 31; G. A. Knapp, Engr., Box 608. (See Machinery Wanted.)

ELECTRIC PLANTS

Ala., Bridgeport.—J. W. Adams and others, Chattanooga, Tenn., are rumored as preparing to construct electric-light plant and water-works.

Ala., Brewton.—City will contract with J. B. McCrary Co., Atlanta, Ga., to construct electric-light plant and water-works.

Ark., Jonesboro.—State Agricultural College will rebuild power plant burned at loss of \$15,000.

Fla., Avon Park.—Board of Trade is promoting erection of electric-light plant.

Fla., Newberry.—City voted \$30,000 bonds to purchase electric-light plant and water-works in course of construction. Address The Mayor. (Lately noted.)

Ga., Marshallville.—City, J. C. Booton, Mayor, will construct electric plant upon sale of bonds; expend \$15,000; Water and Light Com. contemplates 75 H. P. development; steam power; about 28 mi. wiring; date of opening bids not set.

Ga., Tallapoosa.—City voted bonds for electric-light plant. Address The Mayor.

Ky., Dixon.—Melton Bros. will establish electric-light plant.

Ky., Hodgenville.—Hodgenville Light Co. (D. E. Paterson) contemplates purchasing and installing boiler, engine and dynamo.

Ky., Tompkinsville.—Tompkinsville Light & Ice Co., capital stock \$2000, Incptd. by John Brown, Belle Brown and Ollie Brown.

La., Franklinton.—T. J. Hood purchased Franklinton electric-light plant and will enlarge.

Miss., Columbus.—Mississippi Industrial Institute and College will construct electric-light plant; probably invite bids; D. T. Gaston, Secy. Treas.

Mo., Albany.—City let contract Commercial Construction Co., Kansas City, at \$12,000 to construct power plant; Rollins & Westover, Engrs., Midland Bldg., Kansas City; W. E. Noonan, Supt. (Lately noted.)

PROPOSAL ADVERTISEMENTS

IN THIS ISSUE ARE

PUBLISHED ON PAGES 78 and 79.

In order to secure best bids from leading engineers, contractors and investment houses, the proposal advertising columns of the Manufacturers Record are invaluable.

Rate 20 cents per line per issue.

When Proposal Advertisements cannot be sent by mail in time to secure insertion before date for opening bids, please wire advertisement copy by Night Letter.

Proposal Advertising must reach us not later than 9 A. M. Wednesday.

Tex., Oak Forest.—Gonzales County Commrs., Gonzales, let contract A. A. Pilsbury & Co., Houston, at \$4480, to build steel span bridge and repair 2 small spans across Guadalupe River at Oak Forest, length of whole being about 370 ft.

Tex., Paint Rock.—Concho County Commrs. let contract to improve Concho River bridge, to cost \$4000.

Tex., Salado.—Bell county will erect steel or concrete bridge across Salado Creek; bids received by Commrs. Court until Oct. 27; W. S. Shipp, County Judge. (See Machinery Wanted.)

Tex., San Marcos.—Hays County Commrs. let contract Geo. L. Kennedy to construct low-water reinforced concrete bridge across San Marcos River on Martindale Rd.; 100 ft. long; 3 spans; reinforced concrete piers; cost \$3000; plans by P. J. Caldwell.

Tex., Winchester.—San Antonio & Aransas Pass Ry., J. S. Peter, 1st V. P. and Gen. Mgr., San Antonio, will expend \$42,000 on lately-noted bridge; center span, 275-ft. through-riveted truss, with 2 approach plate deck girders 37 ft. 9 in. long; constructing 2 new concrete piers and reinforcing present end piers; E. C. Flinley, Yoakum, Tex., Engr.; Drake-Brannum Co., Ft. Worth, Tex., bridge substructure contractor; Virginia Bridge Co. of Texas, Dallas, Tex., superstructure contractor. (Lately noted.)

W. Va., Allbright.—Ruth-Bell Lumber Co. let contract Jas. A. Sineall, Grafton, to construct 40-ft. steel and reinforced concrete bridge.

W. Va., Allbright.—Truckers and Fruit Growers' Club is interested in establishing cannery.

Ky., Louisville.—C. Von Allmen Preserving Co., capital stock \$25,000, Incptd. by J. A. purchases said to comprise 550,000 acres of

and will be Grafton; buildings as near fireproof as possible; open building bids about Nov. 1; machinery purchased; Archt., Casius Metz, East Liverpool.

W. Va., Parkersburg—Electric Porcelain—General Porcelain Co., East Liverpool, O., progressing with plant construction; as previously stated, first section of building is 292x300 ft. of brick, with concrete foundation, and main building of brick, 500x300 ft.; begin operations with 12 kilns and increase to 21 kilns; annual output 1000 carloads porcelain materials for electrical industry; plant cost about \$400,000. (Previously not d.)

COAL MINES AND COKE OVENS

Ky., Gatlinburg.—Virginia Campbell Coal Co., capital stock \$2000, Incptd. by N. A. E. V. and M. S. Campbell.

Ky., Madisonville.—Owensboro Fuel Co., capital stock \$5000, Incptd. by E. L. Long and A. W. Brasfield of Madisonville and C. R. Almon of Mortons Gap.

West Virginia.—Strange Creek Coal and Coke Co. organized with John G. Gibbs, Prest.; Fred P. Truesdale, Treas., and Earl S. Areford, Secy., all of Uniontown, Pa.; will develop 4000 acres coal land in Strange Creek section.

W. Va., Charleston.—Peter D. Millory, London, England, heading English syndicate, and Sir Frank Crisp of London, acting as general solicitor, are stated to have completed negotiations to purchase New River coal land and mining interests at about \$50,000,000. Properties are reported as to include: New River Consolidated Coal & Coke Co.; New River Coal Co.; New River Co.; New River Collieries Co.; Nuttall estate, with lands, leases, railway, etc.; McTell estate; Guggenheim interests, etc. These

purposes said to comprise 550,000 acres of

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Mo., Jefferson City.—R. L. Baldwin of Burns & McDonnell, engineers, 821 Scarritt Bldg., Kansas City, Mo., advises report (lately noted to be prepared by Mr. Baldwin for electric-light plant) was only preliminary estimate, showing cost at \$150,000 for steam-driven plant; bond election contemplated.

N. C. Fayetteville.—City reported to have issued \$30,000 bonds to improve electric-light plant. Address The Mayor. (Previously noted.)

Okla., Marietta.—City will construct previously-noted electric-light extensions; bids until Nov. 3; includes 150 K. V. A. generator with exciter at 200 R. P. M., switchboard panel, miscellaneous electrical instruments, etc.; Engr., Benham Engineering Co., 435 American National Bank Bldg., Oklahoma City, Okla. (See Machinery Wanted.)

S. C., Lake City.—City is having plans prepared by J. B. McCrary Co., Atlanta, Ga., for electric-light plant and water-works; cost \$12,000.

Va., Rocky Mount.—Light & Power Co. increased capital stock from \$5000 to \$15,000.

Va., St. Charles.—Samuel Insull of Commonwealth Edison Co., Chicago, and Kentucky Utilities Co., Lexington, Ky., wires Manufacturers Record that he has purchased Electric Transmission Co.; has no plans for further developments; present plant is initial unit installed when Electric Transmission Co. organized in 1912; original plans provided for first installation, representing investment about \$300,000, for electric power plant and transmission system for Black Mountain coal field.

FERTILIZER FACTORIES

Fla., Plant City.—E. O. Painter Fertilizer Co., Jacksonville, will establish branch plant.

La., Shreveport.—Swift & Co. (main office, Chicago) purchased 5½-acre site on which to build fertilizer plant reported to cost \$50,000.

Miss., Gulfport.—Gulfport Fertilizer Co. contemplates adding more of muriatic acid, oil of vitriol and salt cake.

Tex., Jefferson.—Jefferson Cotton Oil & Fertilizer Co., F. I. Clark, Prest., states increased capital stock from \$50,000 to \$75,000 to provide for fertilizer plant now being installed. (Previously noted.)

Va., Richmond.—Old Buck Guano Co., capital \$25,000, Incpd.; W. E. Barrett, Prest.; John W. Bates, Secy.

FLOUR, FEED AND MEAL MILLS

Ky., Frankfort.—D. R. Newman will, it is reported, rebuild burned mill.

Md., Beauvue.—Geo. Y. McCully will build corn mill.

Mo., Kansas City.—Southwestern Milling Co. will rebuild flour mill burned at loss of about \$400,000.

Tex., Dallas.—Standard Tilton Milling Co., St. Louis, retained A. E. Baxter, Buffalo, N. Y., as architect for buildings for plant heretofore reported announced; plant costing probably \$100,000; to include 2500-bbl. daily capacity flour mill, 300,000-bu. grain elevator, 500 H. P. power plant with internal combustion, etc. (Previously noted plans abandoned.)

FOUNDRY AND MACHINE PLANTS

Ala., Birmingham.—Sashes, Weights, etc.—Southern Sash, Weight & Foundry Co., capital \$8000, Incpd.; S. K. King, Prest., Treas.; J. M. Davis, V.-P.; Oscar D. King, Secy.

D. C., Washington—Cars.—Pollock Car Corp., capital \$25,000, chartered; M. T. Pollock, Prest., Chevy Chase, Md.; G. A. Bonnet (Secy., Columbia Granite & Dredging Co., 336 K St. N. W.), Secy.

Fla., Punta Gorda—Machine Shop and Foundry.—Lawrence Mfg. Co. (temporary address, Key West), organized; Jno. H. Lawrence, Prest.; E. M. Semple, V.-P.; A. L. Pendleton, temporary Secy., Treas.; erect 50x100 ft. ordinary construction building costing about \$6000; produce machine supplies—patented valves, stuffing boxes, patented railroad spike, etc.; electric power; install complete machine shop and foundry equipment; may supply electricity for city lighting. (See Machinery Wanted.)

Ga., Savannah—Ship Repairing.—Wilkinson Machine Co. leased additional site of 150 ft., giving company total frontage of 300 ft. along river; proposes to double size of plant lately noted; later proposed to build floating dock extending full width of site.

La., Jennings—Harrows.—Naylor Mfg. Co., capital stock \$15,000, Incpd.; J. J. Roberts, Prest.; H. L. Davis, V.-P.; F. M. Thomas, Secy. and Gen. Mgr.

Md., Baltimore—Machinery.—Ellicott Machine Corp., Bush and Severn Sts., is having plans prepared by Ellicott & Emmart, 1102 Union Trust Bldg., for addition to plant; brick; concrete foundation.

GAS AND OIL ENTERPRISES

Fla., Gainesville—Gas Plant.—Geo. B. Findlay and R. M. Redding of Atlanta petitioned City Council for authority to build gas plant to cost \$75,000 to \$100,000.

Ky., Winchester—Philadelphia Oil & Gas Co., capital stock \$4000, Incpd. by L. A. Lovejoy, F. C. Wilson, J. L. Oldham and others.

Okla., Ardmore.—Gates Oil Co., capital \$100,000, Incpd. by Frank S. Gates, B. A. Simpson and David Daube.

Okla., Bartlesville—Ventura Oil Co., capital \$25,000, Incpd. by E. G. Hansen, J. D. Whitman and Chas. Shaw.

Okla., Collinsville—Barnett Oil Co., capital \$5000, Incpd. by C. L. Goodale, Harry D. Bordonollar, John A. Carter and W. W. McCrory.

Okla., Crescent—Mutual Oil, Gas & Mineral Co., Incpd. by J. C. Bromwell and Virgil Rout, Crescent, and Jacob Blevins, Guthrie.

Okla., Cushing—Wichita Pipe Line Co., W. J. Rowland, Prest., Pittsburgh, Pa., will construct gas pipe line from Bigheart to Cushing oil field; 50 mi.; first 21 mi. will be 10-in., next 25 mi. 16-in. and remaining 13 mi. 18-in. pipe; Creek County Gas Co., marketing company in Cushing field, will deliver 40,000,000 ft. gas daily to new line, which will have capacity of about 50,000,000 ft.; construct compressing station near Bigheart with 3000-ft. compressor; to cost \$240,000; Booth & Flynn of Pittsburgh, Pa., contractors.

Okla., Muskogee.—Ranger Oil & Gas Co., capital \$3000, Incpd. by R. C. Armstrong, Jr., W. A. and Thomas F. Crosby.

Okla., Nowata.—F. & S. OH Co., capital \$40,000, Incpd. by W. O. Strouth and F. S. Freeland, Nowata, C. E. Ford, Enid, and others.

Okla., Oklahoma City.—Pyramid Petroleum Co., capital \$16,000, Incpd. by Thos. E. Toney, W. B. Tate and Goldie Frost.

Okla., Oklahoma City.—Middle States Oil Co., capital \$30,000, incorporated by S. M. Fentress and Wm. H. McNeal, Oklahoma City; L. G. Wheeler and Gus Howerton, Cushing.

Okla., Oklahoma City.—Coal Oil Co., capital \$30,000, Incpd. by H. A. Markham, J. C. Eagan and W. C. Brissey.

Okla., Oklahoma City.—Oklahoma-Pennsylvania Oil & Gas Co., Incpd. by W. F. Quay, Wm. Hippie and W. A. Bennett.

Okla., Oklahoma City.—Warborth Oil & Gas Co., capital \$2500, Incpd. by Eli D. Bernstein, S. K. Bernstein and Edward J. Spiers.

Okla., Okmulgee.—Harriett Oil Co., capital \$40,000, Incpd. by D. H. S. Davis and J. J. Wetmore of Okmulgee and D. N. Betts of Henryetta.

Okla., Okmulgee.—Bull Creek Oil Co., capital \$8000, Incpd. by W. S. Bell, John LaBade, T. T. Beeler and others.

Okla., Pawhuska.—Acacia Oil & Gas Co., capital stock \$50,000, Incpd. by J. W. Stroud, A. W. Hurley, G. W. Foss and others.

Okla., Ponca.—Longwood Oil & Gas Co., capital \$15,000, Incpd. by Jas. A. Wikoff, J. H. Harkle and W. K. Moore.

Okla., Stillwater.—Brewer-Elliott Oil & Gas Co., capital \$15,000, Incpd. by O. A. Brewer, Stillwater; J. C. Elliott, Pauls Valley, and others.

Okla., Tulsa.—Orange Oil Co., capital \$10,000, Incpd. by C. J. and E. Wrightsman and J. S. Burkhardt.

Okla., Watonga.—Blaine Oil & Gas Co., capital \$10,000, Incpd. by George Patton, Howard Hoskinson, J. M. McClure and others.

Tenn., Knoxville.—Crown Oil & Wx Co., capital \$10,000, Incpd. by W. B. Crowther, J. Harry Price, W. F. Black and others.

Tex., Baird.—Pioneer Natural Gas Co., Fort Worth, will construct pipe line from Moran via Cisco and Putnam to Baird.

Tex., Hillsboro.—Highland Oil Co., capital stock \$20,000, Incpd. by Henry Caperton, Pat Flanagan and Wm. Flanagan.

Tex., Houston.—Zone Oil Co., capital stock \$10,000, Incpd. by Geo. Hindman and Patillo Higgins of Houston and Berta V. Samuel of Greenville.

Tex., La Feria—Gas Plant.—Southern Land Co. of Brownsville and Kansas City will build artificial gas plant.

Tex., Taylor—Gas Plant.—Taylor Gas Co.,

H. P. Ball, Prest., Ann Arbor, Mich., is arranging to construct proposed gas plant and distributing system; has franchise.

W. Va., Charleston.—Belva Oil & Gas Co., capital stock \$10,000, Incpd. by Ed. Healer, J. D. Harden, C. B. Broun and others.

ICE AND COLD-STORAGE PLANTS

Ky., Mt. Sterling.—D. N. Young, A. Lietz and others organizing company to establish 20-ton ice plant.

La., Plaquemine—Dunlap Electric Co., F. E. Hubbard, Secy., Treas., contemplates building ice plant.

Miss., Clarksdale.—Holland Ice Co. will rebuild burned ice plant.

Miss., Shubuta.—T. M. Spinks contemplates building 5-ton ice plant.

Mo., Bunceton.—R. F. Wyan, O. N. Dills, John Coleman and others organizing company with \$10,000 capital to establish ice plant.

Mo., Cassville.—A. L. Galloway and Fred Clancy contemplate building 5-ton ice plant.

Mo., De Soto—De Soto Dairy, Ice & Fuel Co., Lucas Duffner, Prest., will enlarge ice plant.

Mo., Fulton.—McIntire Ice Co. contemplates establishing 5 to 10-ton ice plant.

Mo., Holden.—Thos. Halsey and others organizing company to establish 15-ton ice plant.

Mo., Kansas City.—W. B. Strong, Gen. Mgr., Strong Line, arranged to build cold-storage plant costing \$8000 to \$10,000.

S. C., Mullins.—Mullins Lumber Co. will probably install ice plant. (See Machinery Wanted.)

Tex., Sanderson.—Sanderson Electric Light Co., M. McGinley, Mgr., contemplates installing 5-ton ice plant.

Va., Broadwater.—A. L. Doughty Fish & Cold Storage Co. Incpd., \$50,000 capital, by A. L. Doughty and others.

W. Va., Charleston.—Diamond Ice & Coal Co. will build 5000-ton ice storage house to be refrigerated by gravity brine system; reported cost, \$20,000.

W. Va., Clendenin.—Clendenin Ice & Cold Storage Co., capital \$20,000, organized by S. Jarrett, J. H. Davis, Omar Given and others; will establish 20-ton ice and cold-storage plant.

W. Va., Welch.—Welch Ice Co., H. E. Cartland, Prest., advises further: Took over property of Welch Ice & Cold Storage Co.; capacity 50 tons daily; machinery supplied. (Other facts, including incorporation, capital \$100,000, lately noted.)

IRRIGATION SYSTEMS

Fla., Merritt.—O. R. Gross will construct irrigation plant on farm, Magnolia Groves; overhead water-sprinkling system; capacity 2000 gals. per min.

IRON AND STEEL PLANTS

Ala., Birmingham—Iron Furnace.—Tennessee Coal, Iron & R. R. Co., Brown-Marx Bldg., has, it is reported, blown out Alice Furnace for repairs.

LAND DEVELOPMENTS

Ala., Gadsden.—Brannon Realty Co. purchased 55 acres and will develop as residential section.

Ark., Blytheville.—Chickasawba Development Co., capital \$5000, Incpd.; W. M. Shanyho, Prest.; W. H. Hollipeter, V.-P.; Aubrey Conway, Secy.; W. B. Williams, Treas.

Ark., Hot Springs—Bottling.—DeSoto Spring Co., W. G. Morris, Prest., and W. E. Shannahan, Mgr., Central Ave. and Canyon St., acquired business of DeSoto Mineral Spring Co.; still and carbonated waters; lately noted Incpd. \$20,000 capital stock. (See Machinery Wanted.)

Ark., Rison.—Western Land Co., capital \$5000, Incpd.; Thos. Blodgett, Prest.; Tipton Cox, Secy., Treas.

Florida.—Florida Fruit & Vegetable Co., capital stock \$75,000, Incpd. by Chas. L. Capallo, John B. Becher, both of Philadelphia, Pa., and Jas. M. Satterfield, Wilmington, Del.

Fla., Kissimmee.—Osceola Construction & Development Co., capital stock \$50,000, Incpd.; H. W. Thurman, Prest.; W. B. Makinson, V.-P.; H. G. Seiver, Secy.; R. D. Porter, Treas.

Fla., St. Petersburg.—City's lately-noted improvement to Reservoir Lake Park includes 3000-ft. concrete wall; cost about \$2,000; probably open bids in Dec.; J. O. Spencer, Engr.; C. D. Hammond, Com. Public Works.

Fla., Sutherland.—Sutherland Development Co., capital stock \$50,000, Incpd. by W. L. Chilton of Sutherland, A. C. Clewis, J. B. Mitchell and I. S. Giddings of Tampa and others.

Ga., Savannah.—W. C. Lawson, Roanoke, Va., purchased 5000 acres in Chatham county and will develop as stock farm; about half of acreage will be devoted exclusively to growing hay and forage crops, and uplands planted in Bermuda grass and used as pastures; Mr. Lawson is registered at De Soto Hotel, Savannah.

Ga., Savannah.—Oglethorpe Realty Co., capital stock \$10,000, Incpd. by T. J. Dooley, C. C. Pacetti and John A. Hutton.

La., New Orleans.—West New Orleans Realty Co., capital stock \$50,000, Incpd.; purchased 200 squares land, each 300x300 ft., and will subdivide; squares to be separated by streets 50 ft. wide; F. C. Bautovich, Prest.; Hampton Reynolds, V.-P.; Perry Bouslog, Secy., Treas.

La., New Orleans.—Algiers Development Co., capital stock \$50,000, Incpd. by Julius Rodenger, Reuben A. Tausey, Edward W. Burgis and M. S. Mahoney. Md., Berlin.—J. G. Harrison & Sons advise Berlin Orchard Co., in which we are interested, will plant trees, but as to further developments cannot say at this time. (Lately noted Incpd.)

S. C., Charleston.—Prudential Realty Co., capital \$15,000, Incpd. by Wm. H. Grimball and Nathan B. Barnwell.

S. C., Columbia.—City Development Co., W. D. Melton, Prest., will develop 100 acres as residential section; plans by Olmstead Bros., landscape architects, Brookline, Mass.

Tenn., Lebanon.—Maplewood Development Co. Incpd. by E. E. Beard, S. R. Williams, W. D. Ferrell and others; will develop 75 acres as residential section; improvements will include streets and concrete sidewalks.

Tex., Brownsville.—Ray S. Waite, San Benito, purchased 1500 acres near Point Isabel and will improve as pleasure resort.

Tex., College Station.—Chicago capitalists will plant 500 acres in pecans and figs; erecting preserving plant; Meredith James of Bryan, horticultural supvr.

Va., Coeburn.—Litz Orchard Co., capital \$25,000, Incpd.; P. G. Litz, Prest.; R. V. Wohlford, Secy.

W. Va., Huntington.—Boulevard Realty Co., capital stock \$60,000, Incpd. by J. H. Long, D. E. Abbott, G. A. Northcott and others.

W. Va., Newell.—Mick Floral Co., capital stock \$10,000, Incpd. by B. A. Mick, Anna E. Mick, Letta B. Mick and others.

LUMBER MANUFACTURING

Ala., Choctaw County.—J. A. McCain of Meridian, Miss., trustee for Meridian and Mobile parties, purchased 14,200 acres pine timber and will, it is reported, build sawmills.

Ala., Toneyette.—Cochrane Lumber Co. will rebuild sawmill burned at loss of \$30,000.

Ala., Vina.—E. L. Fenn, Cloverdale, will build small hardwood mill; purchased timber on 1000 acres and has options on additional tracts.

Ky., Benton.—Treas Lumber Co., capital stock \$17,500, Incpd. by Cliff Treas, G. G. Rewas, Trentie Treas and others.

La., Bogalusa.—Great Southern Lumber Co.'s increase of daily capacity will be from 700,000 to 1,000,000 ft., and not to 1,500,000 ft.; new mill construction of steel. (Lately noted.)

La., Holden.—McConall Lumber Co. will build dry-kiln of 40,000 ft. capacity; adding band saw to circular sawmill.

La., Houma.—Houma Cypress Co. organized with Emil Sundberg, Prest.; Herman A. Cook, V.-P. and Mgr.; O. C. Sundberg, Secy.; Lynn C. Dinkins, Treas.; will repair mill (lately noted purchased) of St. Louis Cypress Co.; will not enlarge or install new machinery, except hog, at present. (See Machinery Wanted.)

La., Jonesville.—Hall Bros., Naples, La., will build sawmill; purchased 14-acre site.

La., New Orleans.—Ollie Cypress Lumber Co., W. S. Bender, Prest., Treas., purchased cypress timber along Bayou Barataria in Plaquemine parish and will build circular mill with 20,000 ft. daily capacity at Ollie; proposes to cut railroad timbers almost exclusively. (Lately noted Incpd. with \$25,000 capital.)

La., Winnboro.—Big Creek Lumber & Timber Co., capital stock \$25,000, Incpd.; E. A. Enochs, Prest.; J. W. Lockridge, V.-P.; Eugene S. Enochs, Secy., Treas., all of Natchez, Miss.

Miss., Madison County.—L. O. Crosby, Brookhaven, Miss., and J. T. Toney, Hazlehurst, Miss., purchased 10,000 acres pine and hardwood timber; purchase is conditional upon construction by vendors of railroad 13 mi. long through property.

Miss., Meridian.—Usher Bros. will build planing-mill with capacity 100,000 ft. hardwood mill, storage yard and sheds; yard and sheds to cover 10 acres.

Miss., Nomac.—Griffin Lumber Co. will build sawmill; daily capacity 60,000 ft.; also build planing-mill and dry-kiln.

N. C., Shulls Mills.—Whiting Lumber Co., Asheville, N. C., purchased 2000 acres Watauga county timber land; plans future development.

N. C., Wallace.—Norfolk Lumber Co., J. G. Causey, Jr., Prest., advises will rebuild mill as soon as plans are decided. (Reported burned.)

S. C., Miley, R. F. D. from Brunson.—Lightsey Bros., Hampton, S. C., will rebuild sawmill plant lately noted wrecked by explosion.

Tenn., Bristol.—Bristol Door & Lumber Co. will rebuild plant recently noted burned; erect dry kilns; install equipment.

Tenn., Nashville.—Leatherwood Lumber Co., inceptd. by N. P. LeSuer, W. W. Berry, E. A. Hall and others.

Tenn., Tullahoma.—W. R. Marshall and others purchased Anderson sawmills and dressed lumber plant; will enlarge and operate.

Tex., Brenham.—Farmers & Merchants' Lumber Co., capital stock \$35,000, inceptd. by W. R. Jahnke, D. C. Giddings and F. W. Schureberg.

Tex., Carmona.—Saner-Ragley Lumber Co., capital stock \$200,000, inceptd. by John C. Saner, W. G. Ragley and J. M. Denis.

Tex., Ennis.—Ennis Lumber Co. organized with T. T. Clark, Prest.; Earl Fairs, V.-P.; M. D. Glaspy, Secy., Treas. and Mgr.

Va., Bath County.—J. E. Moore Lumber Co., Danville, Pa., optioned 20,000 acres timber land on Little and Back creeks and will develop.

Va., Coxburn.—Davis & Walker organizing company with \$25,000 capital stock; will build planing mill.

Va., Norfolk.—American Pile & Timber Co., capital \$50,000, inceptd.; J. B. Crockett, Prest.; W. F. Crockett, Secy.

Va., Monterey.—Highland Lumber Co., capital \$100,000, inceptd.; C. U. Krause, Prest.; David Cottle, Secy., both of Scranton, Pa.

METAL-WORKING PLANTS

Ky., Paducah—Metal Crossties.—American Metal Crossties Co., capital stock \$500,000, inceptd. by J. C. Kolb, L. B. Langston and Chas. E. Staveley; advises Manufacturers Record: Intends to introduce metal crossties for railways; may manufacture or permit manufacture on royalty basis; offices in City National Bank Bldg.

Mo., St. Louis—Wire and Iron.—St. Louis Wire & Iron Co. will erect 2-story factory at 926-928 Chouteau St.; cost \$8000.

Tex., Houston—Tinware.—Moncief-Lenoir let contract Jas. Shapley & Son, Houston, to erect tinware factory and warehouse. (See Warehouses.)

MINING

Md., Frederick—Copper.—United Mining, Milling & Copper Smelting Co. will erect building at New London mine, lately acquired; 40x80 ft.; provide for 4 additional concentrating tables, making total of 16; tables to have daily capacity 100 tons ore. (Lately noted.)

Mo., Chitwood.—St. Louis-Joplin Lead & Zinc Co. will probably rebuild A B C mill, burned at loss of \$18,000.

Mo., Joplin.—Halloween Mining Co., capital \$2000, inceptd. by A. S. Raymond, E. Alford and E. F. Cameron.

Mo., Joplin—Lead and Zinc.—Jasper County Land & Mining Co., capital \$20,000, inceptd. by T. J. Franks, M. E. Hutchinson and G. J. Grayson.

Mo., Klondike—Lead and Zinc.—C. M. Westerman and J. A. Workman of Webb City leased 80 acres mining land and will develop.

Mo., Thoms Station, R. F. D. from Webb City—Lead and Zinc.—D. H. Morgan, Joplin, leased 15 acres mining land and contemplates development.

Okl., Davis—Gooseneck Mining and Milling Co., capital \$3000, inceptd. by J. C. Luster, J. E. Morris and J. L. Napier.

Okl., Miami—Zinc and Lead.—Commerce Mining & Royalty Co. organized with J. F. Robinson, Prest.; C. M. Harvey, V.-P.; G. L. Coleman, Secy., Treas.; develop 6000

acres; daily output 35 tons zinc and 5 tons lead; no machinery needed. (Lately noted as reorganization of Miami Royalty Co., with capital stock \$5,000,000.)

Tenn., Coal Creek—Iron.—Coal Creek Iron Co. organized; E. M. Beslays, Prest. and Mgr.; Sam Watts, V.-P.; Geo. W. Wendling, Secy.; Mrs. M. J. Howard, Treas.; develop 700 acres. (Lately noted inceptd., capital \$25,000.)

Tenn., Nashville—Phosphate.—Hydraulic Phosphate Co., capital \$25,000, inceptd. by Bradley Walker, F. N. Roenich, Jr., Avery Handley and others.

MISCELLANEOUS CONSTRUCTION

Fla., Fort Lauderdale—Harbor.—Fort Lauderdale Harbor Co., capital stock \$500,000, inceptd. by W. H. Marshall, H. G. Wheeler, Wm. M. Heine, Frank Stranahan and others; proposes construction of deep-water harbor by excavating basin in New River Sound for ocean-going vessels, provide channel to connect basin with ocean, build levees, etc. (Harbor Committee lately noted as promoting organization of company.) Mr. Marshall wires Manufacturers Record:

"Harbor cost \$250,000; depth 12 ft.; low-tide channel 20 ft. wide; turning basin 3000 ft. wide and 1500 ft. long; 4000 ft. dock facilities; jetties and docks according to Government standards."

Fla., St. Petersburg.—Harbor Improvements.—City Comms. Instructed City Clerk to invite bids until Nov. 13 for dragging Bayboro Basin preparatory to constructing docks, dockhouses and other landings; contract involves estimated removal of 240,000 cu. yds. sand; M. W. Spencer, City Engr. (City lately noted to have voted \$1,850 bonds for Bayboro Harbor and \$42,500 bonds for water front.) (See Machinery Wanted.)

La., Mandeville—Sea Wall.—Town let contract Kettringham & Mongeon at \$28,860 to build concrete sea wall 7000 feet long.

La., New Orleans—Levee.—Sewerage and Water Board will construct London Ave. canal levee under supervision of Orleans Levee Board; cost \$10,000.

La., New Orleans—Levee.—Board of Levee Comms., Orleans Levee Dist., Leigh Carroll, Prest., Suite 201 New Orleans Court Bldg., New Orleans, will construct Hueyet new levee, lower 5th Dist., Mississippi River, right bank; bids until Oct. 24. (See Machinery Wanted.)

La., Plaquemine.—Board of Comms. Atchafalaya Basin Levee Dist. will construct levee work on Mississippi River, right bank, Iberville parish; enlarge Plaquemine City front levee; about 35,000 cu. yds.; bids until Oct. 22 at office of Board of State Engrs., 213 New Orleans Court Bldg., New Orleans. (See Machinery Wanted.)

La., St. Charles Parish.—Board of Commissioners, Pontchartrain Levee Dist., L. Montegut, Jr., Secy., La Place, La., will construct Sarpy levee; wooden revetment; length about 4000 ft.; bids until Oct. 28 at office of Board of State Engrs., 213 New Orleans Court Bldg., New Orleans. (See Machinery Wanted.)

Miss., Trotter's Point (not a P. O.)—Railroad Incline.—Yazoo & Mississippi Valley R. R., A. H. Egan, Gen. Supt., Memphis, Tenn., will build incline at Trotter's Point.

Tex., Port Arthur—Lock, Dam and Canal, Navigation and Canal Comms., Beaumont Navigation Dist., will construct proposed lock, dam and canal in Taylor's bayou, about $\frac{1}{2}$ mile above West Port Arthur; canal about 1000 ft. long, 10 ft. deep, 30 ft. bottom width; one lock with 250 ft. lock chamber gate, walls and foundation of reinforced concrete; dam about 160 ft. wide, with sectional drop gates; W. P. Daniels, Chmn., Navigation and Canal Comms. (See Machinery Wanted.)

Tex., Texas City—Dike.—Government let contract Wm. Moore, Texas City, at \$204,000 to construct pile dike 28,200 ft. long along channel and place riprap protection; require 71,393 cu. ft. green piling, 82,320 cu. ft. creosoted piling with wall braces and other supports, and 25,000 tons riprap; C. S. Riche, Lieut.-Col., Engrs., Galveston. (Lately noted.)

Va., Norfolk—Dredging.—Government will dredge in western branch of Elizabeth River; bids until Nov. 17. (See Machinery Wanted.)

MISCELLANEOUS ENTERPRISES

Ala., Huntsville—Abattoir.—City Com. authorized erection of abattoir; whether to be built by city not decided; J. D. Humphrey, member of commission, in charge of this department.

Ala., Tuscaloosa—Incinerator.—City Com. let contract Nye Odorless Crematory Co.,

4 Macon, Ga., to build incinerator; \$8000 bonds voted. (Lately noted.)

D. C., Washington—Publishing.—S. S. McClure Newspaper Syndicate, Clinton T. Brainard, Prest., New York, purchased Washington Herald and equipment; understood new management will make general improvements.

Fla., Clearwater—Laundry.—J. G. Baskin, Dunnellon, will build steam laundry.

Fla., Tampa—Printing, etc.—United Paper Co., Southern office, 32 S. Forsyth St., Atlanta, Ga., will establish branch; leased large building; will carry paper for fruit and vegetable wrapping; install complete printing plant.

Ky., Somerset—Publishing.—Herald Publishing Co., capital stock \$2000, inceptd. by J. N. Farmer, M. L. Jarvis, Napier Adams and J. B. Cook.

La., Baton Rouge.—Louisiana Contracting Co., capital stock \$100,000, inceptd.

La., Opelousas.—Board of Aldermen let contract Gamewell Fire Alarm Telegraph Co. of New York at \$4880 to install fire-alarm system.

Md., Roland Park—Motorbus Line.—Edw. H. Bouton, Prest. of Roland Park Co. and associates, plan establishment of motorbus line between Baltimore, Roland Park and Guilford; conferring with manufacturers relative to special motor cars, probably electric storage battery equipment.

Mo., Kansas City—Laundry.—Country Club Laundry, capital \$5000, inceptd. by B. H. Hall, L. W. and C. D. Luescher.

N. C., Roper—Supplies.—Farmers' Union Supply Co., capital \$10,000, inceptd. by J. E. Singleton, J. T. McAllister and others.

S. C., Spartanburg—Incinerator.—City considering erection of garbage Incinerator. Address The Mayor.

Tenn., Memphis—Grain Elevator.—J. B. Horton will rebuild grain elevator burned at loss of \$25,000.

Tex., Austin—Abattoir, etc.—City contemplates voting on \$25,000 bonds for abattoir and \$25,000 for fire alarm system; A. P. Woodbridge, Mayor.

Tex., Houston—Laundry.—Pantatorium Co., capital stock \$8000, inceptd. by S. A. Thompson, E. S. Coates and C. H. West.

Va., Norton—Construction.—Norton Construction Co., capital \$10,000, inceptd.: C. G. Connor, Prest.; E. G. Back, Secy., Treas.; contracts for macadam road construction. (See Machinery Wanted.)

W. Va., Glenville—Publishing.—Glenville Democrat Publishing Co., capital stock \$10,000, inceptd. by C. W. Marsh, N. E. Rymer, Ed. B. Lambert and others.

W. Va., Princeton—Publishing.—Princeton Publishing & Mfg. Co., capital stock \$10,000, inceptd. by R. E. Thornton, C. R. McNutt, S. J. Evans and others.

MISCELLANEOUS FACTORIES

Ala., Birmingham—Lamps.—Birmingham Lamp Co., capital stock \$2000, inceptd.: O. Brasher, Prest.; S. W. Donaldson, V.-P., and H. M. Bailey, Treas.

Ala., Mobile—Turpentine.—Jordan & Young will probably rebuild turpentine plant burned at loss of \$2250.

D. C., Washington—Tire Core.—Miller's Inner Tire Core Co., inceptd., capital stock \$25,000, by Jas. M. Miller, H. C. C. Stiles and Geo. Rose.

Fla., Punta Gorda—Stuffing Box and Lock Valve.—John H. Lawrence, Prest., Lawrence Mfg. Co., Key West, will establish plant.

Fla., Tampa—Flooring.—Western Continental Plaster Co., Billings, Mont., contemplates establishing branch plant to manf. patent composition flooring.

Ga., Macon—Candy.—Lawton, Jordan & Co. of Jacksonville, Fla., and corner Broadway and Poplar Sts., Macon, R. F. Lawton, Prest., will install lately-noted additional machinery. (See Machinery Wanted.)

Ga., Macon—Ice-cream.—Odom Ice-Cream Co., C. A. Odom, Prest., contemplates enlarging ice-cream plant and installing refrigerating machine and dry-hardening system.

Ky., Lawrenceburg—Distillery.—"Belle of Anderson" Corp., capital stock \$20,000, inceptd. by G. B. Hawkins, E. F. Sweasy, J. W. Melear and others.

Ky., Louisville—Ice-cream.—Geo. W. Cusden, Sr., acquired building and will remodel as ice-cream factory and store.

Ky., Louisville—Automobile Starters and Supplies.—Boston Starter Co., capital stock \$5000, inceptd. by H. W. Batson, Geo. A. Chrisman and Grady Cary.

Ky., Winchester—Creamery.—E. L. Proctor will establish creamery.

La., New Orleans—Sugar.—Pelican Sugar Distributing Co., capital stock \$30,000, incorporated; Frank Barker, Prest.; Edmond Cabiro, Secy., Treas.

La., New Orleans—Carbonated Waters.—Dicky Bird Co., capital \$15,000, inceptd.; Edwin W. Aray, Prest. and Gen. Mgr.; F. C. Godbold, V.-P.; W. A. Haikinson, Secy., Treas.

La., New Orleans—Powder.—Chas. Arnouts of San Salvador (now registered at The Inn, New Orleans) is promoting establishment of powder factory.

Md., Baltimore—Food Products.—Baltimore Food Products Co., \$20,000 capital stock, inceptd. by Benjamin R. Elliott, Chas. R. Duneker and others.

Md., Baltimore—Food Products.—Eastern Food Products Co., capital \$10,000, inceptd. by Benjamin R. Elliott, Mary A. Elliott, both of Baltimore, Md., and others.

Md., Baltimore—Coca-Cola.—Coca-Cola Co., Coca-Cola Bldg., will erect addition to Coca-Cola Bldg. on recently-acquired site in block bounded by Pratt, Lombard and Concord Sts. and Market Pl.; Arthur Tufts, Coca-Cola Bldg., advises he and Wm. Martien & Co., 3 N. Calvert St., Baltimore, are in charge of details.

Md., Baltimore—Clothing.—Strouse & Bros., Park and Lombard Sts., let general contract Morrow Bros., 1291 Fidelity Bldg., to erect factory; 6 stories; 70x180 ft.; brick; stone trimmings; concrete foundation; slag roof; steam heat; electric lighting; elevator; cement floors; Morrow Bros. let following subcontracts: Pfeiffer Bros., Pleasant and Davis Sts., steel work; Jos. B. Dunn Sons, 833 N. Howard St., marble and tile work; William F. Zeller & Co., 1119-1133 Denver St., sheet-metal work and roofing; Walter Stahl, Jr., 10 Independence St., brick work. (Lately noted.)

Md., Baltimore—Overalls.—Phoenix Mfg. Co., 716-718 W. German St., leased warehouse at Sharp and West Sts. containing 30,000 sq. ft. floor space; will equip for overall factory.

Miss., Vicksburg—Mattresses and Excelsior.—J. L. Crandup of Meridian is promoting establishment of mattress and excelsior factory.

Mo., St. Louis—Soap, etc.—Daley Mfg. Co., capital stock \$6000, inceptd. by Mayte H. David A. and Jos. H. Kelly.

Mo., St. Louis—Candy.—Blanke Wenneker Candy Co. will erect building for candy factory and salesroom.

Okl., Boley—Boley Mfg. Co., capital \$10,000, inceptd. by A. E. Bailey, M. J. Jones and M. W. Barnett.

Okl., Checotah—Creamery.—Checotah Jersey Creamery Co., capital \$10,000, inceptd. by C. J. Munn, Ben F. Lafayette, R. D. Martin and others.

Tenn., Memphis—Bottling.—Sip Bottling Corp. has plans by Mahan & Broadwell for bottling plant at 636 Madison Ave.; 3 stories; 60x100 ft.; reinforced concrete; ornamental tile front; cost \$22,500; F. S. Price to be local mgr. (Lately noted organized, under Nashville, with \$500,000 capital stock to establish bottling plants in larger cities of Tennessee, Mississippi, Alabama and Louisiana.)

Tenn., Nashville—Tobacco.—Ford Tobacco Co., capital stock \$25,000, inceptd. by R. J. Cowan, W. L. Loomay, A. P. Foster and others; will establish factory.

Tex., Dallas—Shoes.—A. Munster Sons Co., capital stock \$10,000, inceptd. by H. C. Munster, A. J. Munster and Herman Munster.

Tex., San Antonio—Medicine.—Liver Splits Co., capital stock \$15,000, inceptd. by Fred A. Burns, J. R. Prochnow and W. H. Shackford.

Tex., San Antonio—Soap.—Lange Soap Co. increased capital stock from \$100,000 to \$175,000.

Tex., San Marcos—Bakery.—A. C. Terrell purchased bakery and will remodel; install steam plant and increase daily capacity from 700 to 2000 loaves.

Va., Lynchburg—Candy.—Lynchburg Candy Mfg. Co. succeeds and takes over Egleston-Robinson Co., Inc., and Lynchburg Candy Co.; contemplates improvements; James E. Robinson, Prest. of new company; R. W. Rector, V.-P.; H. A. Wells, Secy., Treas.

W. Va., Clarksburg—Ice-cream.—Imperial Ice-Cream Co., Parkersburg, will build plant.

W. Va., Morgantown.—Cereals.—Barley Foods Co., capital stock \$75,000, incptd. by Louis T. Krebs, Jos. K. Buchanan, W. C. Kelly and others.

W. Va., Paden City—Glass.—Paul Wissmach Glass Co. contemplates enlarging plant and manufacturing cut glass and tableware, in addition to rolled sheet glass.

MOTORS AND GARAGES

D. C., Washington—Garage.—T. B. Ferguson is having plans prepared by J. H. DeSibour, Hibbs Bldg., for garage; 1 story; 100x75 ft.; brick and reinforced concrete; hot-water heat; electric lighting.

D. C., Washington—Garage.—Mrs. Robt. S. McCormick, 1727 Massachusetts Ave. N. W., has plans by James Berrall, 305 Hibbs Bldg., for garage; 2 stories; stucco; tile roofing.

Fla., Belleair—Garage.—Bellevue Hotel Co. is having plans prepared by F. J. Kenward, Tampa, for garage; brick; 160x160 ft.

Ga., Lagrange—Garage.—J. A. & Cline Bagwell, 13 Greenville St., let contract to C. L. Hearn to erect lately-noted 70x20-ft. brick building for showroom, garage, etc., for Ford Motor Co. cars.

Md., Baltimore—Garage.—J. Wilson Leakin, 814 Fidelity Bldg., let contract John J. Moylan, 117 E. Centre St., Baltimore, to erect garage on Cathedral St. near Preston; 60x138 ft.; 4 stories; ornamental brick; steam heat; plans by J. C. Spedden, 1640 Hanover St., Baltimore. (Previously noted.)

Md., Baltimore—Garage.—Mrs. J. C. Townsend, 1705 Park Ave., has private plans for garage in rear of above address; let contract T. L. Jones & Son, 410 W. Saratoga St.

Md., Baltimore—Garage.—Edward P. Jester (Edward P. Jester & Son, 1235 N. Spring St.) will build garage; 1 story; brick; 80x90 ft.; cost \$8000; J. C. Spedden, Archt., 1640 Hanover St.; construction by owner.

Md., Baltimore—Motor Trucks.—Lord Baltimore Truck Co., Hartford Ave. and Baltimore & Ohio R. R., let contract West Construction Co., 15 E. Lexington St., to build plant at Eastern Ave. and Canton R. R.; brick and concrete; 2 stories; 250x84 ft.; E. C. Lawrence, Archt. (Previously noted.)

Okla., Okmulgee—Garage.—Transcontinental Garage Co., capital \$5000, incptd. by L. G. Bradford, X. R. and A. J. Gill.

Tex., Amarillo.—Frank Woldin let contract W. M. Rice, Amarillo, erect garage and store. (See Stores.)

W. Va., Elm Grove—Automobiles.—Elm Grove Motor Sales Co., capital \$5000, incptd. by G. W. Hand, D. N. Walters, J. E. Shorts and others.

RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Tenn., Nonconnah.—Illinois Central R. R., A. S. Baldwin, Ch. Engr., Chicago, let contract Geo. B. Swift Co., Chicago, to build roundhouse. (Previously noted.)

Tex., Alpine.—Kansas City, Mexico & Orient Ry. of Texas will not erect car shop. (Recent report incorrect.)

ROAD AND STREET WORK

Ala., Prattville.—Autauga county will grade and drain part of Selma and Montgomery Rd. from Buck Creek east; cost \$4000 to \$8000; bids until Nov. 17; W. S. Keller, State Highway Engr., Montgomery, Ala. (See Machinery Wanted.)

Ala., Montgomery.—City let contract J. M. & Hallowell, Montgomery, to pave Milled St., Holt to Morgan St., with asphalt concrete, and James Hodgson to pave sidewalks on High St., Bainbridge to Ripley St., with hexagon tile.

Ark., Dermott.—City let contract W. A. Prather, Memphis, Tenn., at \$17,000 for 5 mi. of 5-ft. wide concrete sidewalks and curbs; Huston-Kingsley Co., Engr., Memphis, Tenn. (Call for bids lately noted.)

Fla., Bradenton.—City considering voting on \$86,000 bonds for additional street improvements. Address The Mayor.

Fla., Kissimmee.—Osceola county road (lately noted to be constructed from near Ashton to Brevard county line) will probably be of sand clay, with oiled surface; R. H. Ludlam, Highway Engr.

Fla., Mt. Dora.—City voted \$12,000 bonds to improve streets. Address The Mayor.

Fla., St. Petersburg.—City let contract to Georgia Engineering Co., Augusta, Ga., for 15,000 sq. yds. brick paving, and to Smallwood & Howie, Chattanooga, Tenn., to construct 11,000 ft. concrete curb; \$36,000 available; J. O. Spencer, Engr.; C. D. Hammond, Commr. Public Works. (Lately noted voting \$20,500 bonds.)

Fla., Tampa.—City will pave eastern approach to Lafayette St. bridge (under construction) with bitulithic. Ralph Martin, City Engr.

Ga., Kirkwood.—City voted \$25,000 bonds to pave and improve streets. Address The Mayor. (Lately noted.)

Ga., Savannah.—Chatham County Commr. will authorize paving of Dale Ave. for 1 mi. with concrete; Harvey Granger, Chrmn. Committee.

Ky., Newport.—City will vote on \$100,000 bonds to improve streets. Address The Mayor.

La., Benton.—Bossier Parish Police Jury will have surveys made preparatory to beginning construction of proposed roads.

La., Hahnville.—St. Charles parish votes Nov. 11 on \$95,000 bonds to construct about 16 mi. shell roads from east line Jefferson parish to Des Allemands.

La., Lake Charles.—Calcasieu parish voted \$900,000 bonds to construct roads; Address Police Jury. (Lately noted call vote.)

La., Lake Charles.—City Com. let contract Kaw Paving Co., Kansas City, Mo., to pave 10,000 sq. yds. on Hodges St. with asphaltic concrete; rejected bids for paving Kirby and Division Sts. and invites new bids until Nov. 13.

La., Mansfield.—City, J. W. Parsons, Mayor, will construct about 4 mi. sidewalks; Scott & Miller, City Engrs. (See Machinery Wanted.)

La., Natchitoches.—City, Geo. W. Kile, Mayor, will construct sidewalks and curbs on Sibley, Church, Touline, 3d, Percy and Pavle Sts.; also concrete curbing on various streets; bids until Nov. 3; J. C. Henry, Engr. (See Machinery Wanted.)

La., New Orleans.—Board of State Engrs., Frank M. Kerr, Ch. State Engr., will construct main public highway from Tallulah north to East Carroll parish line, Madison Parish, La., distance 9 mi.; bids received Oct. 9 rejected; will again open bids Nov. 10; lately noted. (See Machinery Wanted.)

La., Oberlin.—Allen parish will improve roads, expending \$30,000. Address Police Jury.

La., Shreveport.—Caldado parish will grade and gravel 2½ mi. Norris Ferry Rd.; bids until Nov. 13; J. T. Ballen, Parish Engr.; lately noted. (See Machinery Wanted.)

La., Tallulah.—Highway Dept., State Board Engrs., New Orleans, rejected bids to construct main road 9 mi. long, Tallulah through Madison parish to East Carroll parish; will invite new bids.

La., Ville Platt.—City (A. A. Lavergne, Mayor) contemplates constructing 2 mi. concrete sidewalks; F. S. Robert, City Engr., preparing specifications; ask bids within few days.

La., White Castle.—City will gravel Mississippi St. from corporation limits to Bowie St.; L. M. Soniat, Supvr.

Md., Catonsville.—Sidewalk Com., Arthur C. Montell, Chrmn., Beaumont Ave. and Frederick Rd., will lay 6-ft. concrete sidewalk on both sides Frederick Ave.; prospective bidders address John Hubner, member of committee.

Md., Elkton.—Cecil county will expend \$5000 to complete gravel road from Bayview to Calvert; \$5000 from North East to George's Store, 5th Dist., and \$5000 to gravel Blue Ball Rd. from Pleasant, 3d Dist. Address County Commr.

Miss., Ellisville.—Jones County Supvrs. authorized \$50,000 bonds to improve roads; F. T. Meyers, Engr., Hattiesburg.

Miss., Raleigh.—Dist. No. 1, Smith county, will construct 17.3 mi. sand-clay road (completing mileage of 47); about 1 mile wooden bridging connected; bids opened Nov. 3; B. S. Snowdon, Highway Engr. (See Machinery Wanted.)

Miss., West Point.—Road Dist. No. 2, Clay county, will construct proposed roads and bridges; will let contracts; \$20,000 authorized; L. J. Howard, clerk Board of Supvrs.

Mo., Joplin.—S. A. Sutton is engineer for construction of lately-noted gravel road; cost about \$2000; no bids; J. H. Tobiin and W. A. Chandler officially in charge.

Mo., Joplin.—City will pave 5th St. from Wall St. to Jackson Ave.; C. B. Anderson, City Engr.

N. C., Burnsville.—Yancey County Road Commr., J. D. Hughes, Secy., will improve roads; \$125,000 authorized.

N. C., Shelby.—Highway Com., J. F. Roberts, Chrmn., No. 6 township, Cleveland county, asks bids until Nov. 4 for work on road from Shelby via Cleveland Springs to Buffalo Creek. (See Machinery Wanted.)

Tex., Bishop.—Bishop Independent Road

Dist. of Nueces county engaged Road Engr. of Dallas to supervise construction of 40 mi. macadam roads; \$100,000 bonds available; John T. Bartlett, County Commr. from precinct. (Previously noted.)

Tex., Beaumont.—Jefferson county defeated \$500,000 bond issue for roads. (Lately noted call for vote.)

Tex., Brownsville.—Cameron County Commr. let contract to Marshall White, Brownsville, to repair main roads; cost \$25,000.

Tex., Calvert.—Precinct No. 1, Robertson county, will construct about 50 mi. gravel highways; bids Nov. 1; address Calvert State Bank. (See Machinery Wanted.)

Tex., Clarksville.—Red River county will vote on \$200,000 bonds to construct roads. Address County Commr.

Tex., Corsicana.—J. L. Halbert, Mayor, states date of opening street-paving bids not decided; \$20,000 available, also \$80,000 additional for abutting property; Geo. A. Duren, Engr. (Lately noted.)

Tex., Del Rio.—Val Verde county votes Nov. 25 on \$175,000 bonds to construct roads. Address County Commr. (Lately noted.)

Tex., Edna.—Jackson county voted \$50,000 bonds to construct roads. Address County Commr. (Lately noted.)

Tex., Fort Worth.—Tarrant county will pave new bridges, including Main St. viaduct, West 7th, East 4th and Samuels Ave. bridges; estimated cost \$75,000. Address County Commr.

Tex., Gilmer.—Upshur county voted \$40,000 road and bridge bonds. Address County Commr.

Tex., Groesbeck.—District No. 4, Limestone county, let contract Cullum & Daugherty, Houston, Tex., to build proposed roads. (Previously noted to construct 70 mi. macadam.)

Tex., Hillsboro.—Justice Precinct No. 1, Hill county, votes Nov. 15 on \$250,000 bonds to construct roads. Address Precinct Commr. (Lately noted.)

Tex., Houston.—City asks bids until Oct. 27 for construction of sidewalks and curbs around blocks of Dow, Longfellow and Crockett schools; E. E. Sands, City Engr.; Ben Campbell, Mayor. (See Machinery Wanted.)

Tex., Houston.—City awarded following wood paving contracts: Roach-Manigan Paving Co., Memphis, Tenn., Fannin, Preston and San Jacinto Sts., at \$52,239.33; Baldwin Co., Houston, Congress St., at \$14,223.75. (Call for bids lately noted.)

Tex., Lockhart.—Precinct No. 1, Caldwell county, voted \$50,000 bonds to gravel roads; J. T. Ellis, County Judge. (Lately noted.)

Tex., Mexia.—Limestone County Commr. let contract Cullum & Daugherty, Houston, to construct 55 mi. roads. (Previously voted bonds.)

Tex., Palestine.—International & Great Northern Ry., O. H. Crittenden, Ch. Engr., Houston, will lay vitrified-brick paving at depot; cost \$11,000.

Va., Ashland.—Hanover county will construct 2½ mi. gravel road between Ashland and Berea Church; bids until Nov. 3; P. St. J. Wilson, State Highway Commr., Richmond, Va.

Va., Fairfax.—Fairfax county will, it is reported, vote on \$90,000 bonds to improve roads. Address County Commr.

Va., Marion.—Smyth county will grade and macadamize 74 mi. in Marion district, about 24 mi. in St. Clair district and grade (only) about 20 mi. in latter district; bids until Nov. 3 at clerk's office, Marion; P. St. J. Wilson, State Highway Commr., Richmond, Va. (See Machinery Wanted.)

Va., Richmond.—City asks bids, received until Oct. 22, for brick and granolithic sidewalk paving, granite split paving in alleys, and vitrified-brick alley crossing; Chas. E. Bolling, City Engr. (See Machinery Wanted.)

W. Va., Huntington.—Board of Commr., L. A. Pollock, Commr. of Streets, will pave Adams Ave. with vitrified brick; bids until Oct. 27. (See Machinery Wanted.)

W. Va., Logan.—City voted \$50,000 street and sewer bonds. Address The Mayor.

W. Va., Morgantown.—Monongalia County Commr. let contract McCormick & Co. at \$15,390 to pave road from city-county line to Bell Hill.

Tex., Kingsville.—City postponed until Oct. 28 date of receiving bids on following:

Contract A—37,860 lin. ft. 8-in., 5829 lin. ft. 10-in., 1440 lin. ft. 12-in., 2530 lin. ft. 15-in. and 5450 lin. ft. 18-in. pipe; 140 manholes and 16 flush tanks; under contract B, sewage-disposal plant, consisting of settling tank, sterilizing plant and other necessary apparatus and

awarded contract to J. B. McCrary Co., Atlanta, Ga., to construct sewer system. (Lately noted voted \$10,000 bonds.)

Ala., Clanton.—City votes Oct. 27 on \$20,000 bonds to construct sewer system; E. A. Matthews, Mayor. (Lately noted.)

Ark., Heber Springs.—City Council passed ordinance providing for construction of sewer system to cost \$28,100. Address The Mayor.

D. C., Washington.—Dist. Commr. will construct sewers; bids until Oct. 23; specifications, etc., obtainable from Ch. Clk., Engr. Dept., Room 427 District Bldg. (See Machinery Wanted.)

Fla., De Land.—City engaged Jas. Nisbet Wingfield, Atlanta, Ga., as Engr. to make complete survey for sewer system.

Fla., Plant City.—City let contract Isaac C. Mischler, Chattanooga, Tenn., at \$31,110.45 to construct sanitary sewer system; 18,570 ft. 8-in., 9320 ft. 10-in., 1750 ft. 12-in., 6910 ft. 15-in. pipe, 90 manholes, 27 flush tanks and 2 septic tanks or settling basins. (Call for bids lately noted.)

Ga., Atlanta.—Bond and Sewer Committee will petition City Council to construct sewer from Ponce de Leon Ave. across Ponce de Leon Park; 8 or 10 ft. in dimensions; extend 800 ft. south from Ponce de Leon Ave.; R. M. Clayton, chief of construction.

Ga., Clio.—Town having surveys made by J. B. McCrary Co., Atlanta, for sewer system and water-works.

Ga., Kirkwood.—City voted \$5000 bonds to improve sewer system. Address The Mayor. (Lately noted.)

Ga., Lavonia.—City voted \$13,000 sewer bonds. Address The Mayor.

Ga., Macon.—City Council is considering construction of sanitary sewer 2 mi. long in western portion of Vineville; cost \$10,000. Address The Mayor.

Ga., Savannah.—City will construct sanitary and storm-water sewers; about 70 mi. sewers and drains, from 7x13-ft. box sewers to 8-in. pipe sewers; also completely equipped pumping station; bids until Nov. 25; Engrs., H. S. Jaudon Engineering Co. of Atlanta and Box 582, Savannah; proposed construction previously noted estimated to cost about \$1,000,000, with \$600,000 available. (See Machinery Wanted.)

Ga., Statesboro.—City awarded contract at \$36,000 to Georgia Engineering & Construction Co., Clayton, Ga., to construct sewers. (Call for bids lately noted.)

Ky., Lexington.—J. E. Cassidy, Mayor, is asking bids until Oct. 24 to extend lately-noted main sanitary sewer to 7th and Jackson Sts. (See Machinery Wanted.)

Md., Baltimore.—City let contract Whiting-Turner Construction Co., Sexton Bldg., at \$52,947.50 to construct section 2, Locust Point trunk sewer, contract No. 120; 3500 lin. ft. 15-in. diam. sewer, 1700 lin. ft. vitrified-pipe house connections. (Call for bids lately noted.)

Md., Baltimore.—Sewerage Com., C. W. Hendrick, Ch. Engr., will ask bids to construct sanitary lateral sewers covering about 53,000 ft. sanitary pipe sewer from 24-in. to 8-in. diam., and 35,000 ft. 6-in. vitrified pipe house connections; also contract to construct storm-water drains covering about 600 ft. drains from 20 in. to 42 in.

Okl., Marietta.—City will construct previously-noted sewer extension, including about 11,000 ft. 6, 8 and 10-in. vitrified pipe; bids until Nov. 3; Engr., Benham Engineering Co., 425 American National Bank Bldg., Oklahoma City, Okla. (See Water-Works and Machinery Wanted.)

Okl., Tulsa.—City will construct sanitary sewer outlet through Country Club grounds; bids until Oct. 27; T. C. Hughes, City Engr. (See Machinery Wanted.)

Tex., Houston.—City will construct sanitary sewer system in Dist. No. 88; bids until Oct. 27; T. C. Hughes, City Engr. (See Machinery Wanted.)

Tex., Houston.—City will construct sanitary sewers on Chartres, Louisiana and Travis Sts. and Leeland, Polk and Pease Aves.; bids until Oct. 27; bids at same time for storm sewers on Hadley and Gray Aves. and Fannin, Caroline and La Branch Sts.; information with E. E. Sands, City Engr.; Ben Campbell, Mayor. (See Machinery Wanted.)

Tex., Kingsville.—City postponed until Oct. 28 date of receiving bids on following: Contract A—37,860 lin. ft. 8-in., 5829 lin. ft. 10-in., 1440 lin. ft. 12-in., 2530 lin. ft. 15-in. and 5450 lin. ft. 18-in. pipe; 140 manholes and 16 flush tanks; under contract B, sewage-disposal plant, consisting of settling tank, sterilizing plant and other necessary apparatus and

equipment; cost of construction \$60,000 to \$65,000; disposal plant cost about \$10,000; Engr., Alexander Potter, 50 Church St., New York; lately noted. (See Machinery Wanted.)

Tex., Mission.—City contemplates voting on \$8000 bonds to construct sewer system. Address The Mayor. (Lately noted.)

W. Va., Huntington.—Board of Commrs., L. A. Pollock, Commr. of Streets, will construct sewer in Shelton La.; bids until Oct. 27. (See Machinery Wanted.)

W. Va., Logan.—City voted \$50,000 sewer and street bonds. Address The Mayor.

TELEPHONE SYSTEMS

Fla., Tampa.—Peninsular Telephone Co. advises plans are not yet matured for proposed improvements, including erection of telephone exchange. (Previously noted.)

Ky., Hogue.—Big George Telephone Co., inceptd. by Geo. Adams and Adam Dick of Hogue and J. M. Shadoan, Somerset.

N. C., Olin.—Rocky Creek Telephone Co., authorized capital \$5000, inceptd. by P. C. Henry, W. P. Kilpatrick and others; will construct rural telephone system.

N. C., Winston-Salem.—Southern Bell Telephone & Telegraph Co. (main office Atlanta, Ga.) will improve system.

Okl., Berlin.—Berlin Phone Co., capital stock \$1500, inceptd. by J. H. Smith, V. S. Watson, H. B. Winters and others.

S. C., Anderson.—Southern Bell Telephone & Telegraph Co. (main office, Atlanta, Ga.) will expend \$80,000 for improvements, including exchange, underground conduits for wires in business section and additional equipment.

S. C., Hampton.—Citizens Telephone Co., capital stock \$10,000, inceptd.; W. A. McDaniel, Prest.; E. F. Warren, V.P.

Tex., Port Arthur.—South Texas Telephone Co. let contract H. F. Drunagel at \$9200 to erect 2-story brick telephone exchange.

TEXTILE MILLS

Ala., Selma—Lace.—J. F. Ames, proprietor Selma Mfg. Co., advises will not establish lace factory. (Late report incorrect.)

Ga., Rome—Hosiery.—Rome Hosiery Mills has plans to construct addition lately noted; 120x64 ft.; 2 stories high; brick construction; equipped with sprinklers, heating system, 100 knitting machines, etc.; also will add 2 dyeing machines and extractor in dyehouse and 3 dry boxes and 1 press in boardroom.

N. C., Greenville—Cotton Yarn.—Greenville Cotton Mills, capital \$100,000, organized with J. G. Moye as Prest., E. B. Higgs V.P., W. H. Norris Gen. Mgr.; will build 500-spindle mill to manufacture hosiery yarns. (Lately noted.)

N. C., Tarboro—Hosiery.—Fairview Hosiery Co., capital stock \$30,000, inceptd.; will add new machinery in plant formerly used by Wab Ree Mills; daily capacity 250 dozen pairs hose; Geo. Howard, Prest.; W. G. Clerk, V.P.; C. A. Johnson, Secy-Treas.

S. C., Fort Mill—Sheeting.—Fort Mill Mfg. Co. will build 300x125 ft. addition; modern mill construction; for weave shed; install 900 looms taken from present building and double 10,000 spindles in present building; Archt.-Engr. in charge, J. E. Shirline, Greenville, S. C.

N. C., Landis—Cotton Yarn.—Corriher Mills Co. will install 4000 spindles; has erected 25x76 ft. brick building costing \$11,000. (Previously organized, etc.)

WATER-POWER DEVELOPMENTS

Fla., Muscogee.—J. W. Harvey, Pensacola, and associates plan to construct hydro-electric plant; concrete dam across Perdido River; generate electricity for transmission to Pensacola, Mobile, Ala., etc.; invest several hundred thousand dollars; advises Manufacturers Record that details have not been determined.

S. C., Walhalla.—Linier Power Co., J. I. Linier, Engr., preparing to construct hydro-electric plant on Little River, 8 miles north Walhalla; develop 400 H. P.; equipment to include 2 pairs turbines with rating 225 H. P. each, 2 water-wheel governors, 22,000-volt generator, transformers, 24 mi. copper wire for distribution system, etc.; erect 2 substations, at Walhalla and Westminster. (Lately noted.)

WATER-WORKS

Ala., Brewton.—City will contract with J. B. McCrary Co., Atlanta, Ga., to construct water-works and electric-light plant.

Ala., Bridgeport.—J. W. Adams and others, Chattanooga, Tenn., are rumored as preparing to construct water-works and electric-light plant.

Ala., Clanton.—City votes Oct. 27 on \$15,000 bonds to construct water-works; E. A. Matthews, Mayor. (Lately noted.)

Ark., Heber Springs.—City Council passed ordinance providing for construction of water-works to cost \$58,000. Address The Mayor.

Fla., Newberry.—City voted \$30,000 bonds to purchase water and electric-light plant in course of construction. Address The Mayor. (Lately noted.)

Fla., St. Petersburg.—City will construct 37½-foot reinforced concrete chimney; bids until Oct. 30; recently noted to improve water-works; W. F. Divine, City Clerk. (See Machinery Wanted.)

Ga., Clio.—Town is having surveys made by J. B. McCrary Co., Atlanta, for water-works and sewer system.

Ga., Columbus.—City voted \$450,000 bonds to construct water-works. Address The Mayor. (Previously noted.)

Ky., Carlisle.—City votes Nov. 4 on \$30,000 bonds to construct water-works. Address The Mayor. (Lately noted.)

Ga., Lavonia.—City voted \$27,000 water-works bonds. Address The Mayor.

Ga., Marshallville.—City, J. C. Booton, Mayor, will construct water-works upon sale of bonds; expend \$5000; Water and Light Com. contemplates \$25,000-gal. reservoir; 2 pumps, tank, reservoir and pipe; date of opening bids not set.

Ky., Marion.—City votes in Nov. on water-works proposition; J. B. Kevil, Mayor.

Md., Baltimore.—Water Board postponed indefinitely proposed plan to petition Legislature for \$2,000,000 loan to complete water system in Gunpowder Valley; therefore will defer construction of high dam; contemplates building electric power pumping station out of surplus fund of \$130,000 expected at end of year. Ezra B. Whitman, Water Engr. (Lately noted.)

Md., Mt. Ranier.—Town considering construction of water-works. Address Town Clerk.

Miss., McComb City.—City, O. R. Quin, Mayor, will install about 2500 ft. 4-in. water mains, 5 hydrants, etc.; bids until Nov. 4. (See Machinery Wanted.)

Okla., Heavener.—City will vote on \$30,000 for water improvements to include \$3500 for dam at pump station, \$1,000 for excavation for mains and \$15,000 for building 300,000-gal. tank for fire protection.

Okla., Marietta.—City asks bids until Nov. 3 to construct previously-noted extensions to water-works, sewer and electric-light systems; about 10,000 ft. 4-in. cast-iron water pipe, 10 hydrants, 6 valves, 100,000-gal. tower and tank 125 ft. high, 100 G. P. M. deep-well pump, etc.; bond issue \$35,000; Engr., Benham Engineering Co., 435 American National Bank Bldg., Oklahoma City, Okla. (See Machinery Wanted.)

Okla., Strong City.—City contemplates constructing water-works; cost \$20,000. Address The Mayor.

S. C., Lake City.—City is having plans prepared by J. B. McCrary Co., Atlanta, Ga., for water-works and electric-light plant; cost \$12,000.

Tenn., Murfreesboro.—City will vote on purchase of Murfreesboro Water-works Co. plant for about \$10,000. Address The Mayor.

Tex., Crowley.—City contemplates issuing \$10,000 water-works bonds. Address The Mayor. (Lately noted.)

Tenn., Georgetown.—City votes Nov. 15 on \$12,500 bonds to drill artesian well. Address The Mayor.

Tex., Denison.—City will install additional machinery and make other improvements at water-works; issued \$32,000 bonds. Address The Mayor.

Tex., Marlin.—City will install mechanical gravity filtration plant to cost \$30,000. Address The Mayor.

Tex., Marlin.—City votes Nov. 18 on \$12,000 bonds to enlarge and improve water-works. Address The Mayor.

Tex., Mission.—City contemplates voting on \$10,000 bonds to construct water-works. Address The Mayor. (Lately noted.)

WOODWORKING PLANTS

Ala., Mobile—Boxes, Crates, etc.—Mobile Woodenware Mfg. Co. will incorporate; capital, \$40,000 or more; Wm. H. Cooper, Box 597, Prest. and Gen. Mgr.; G. W. Raines, V.P. and Supt.; Henry De Lany, Secy-Treas.; erect building 75x250 ft. square, also factory buildings; yellow pine; no building contracts; H. Parker, Constr. Engr.; open machinery bids (lately noted under Machinery, Proposals and Supplies Wanted) Nov. 1; mfrs. baskets, shucks, hampers, cigar-box

lumber, excelsior woods, crates and boxes, etc.

Ala., Stockton—Veneer.—Bacon-Underwood Veneer Co. will rebuild plant partially burned at loss of \$35,000 to \$50,000.

Ark., Little Rock—Bookcases and China Closets.—F. R. Slimmer & Co., Chicago, are having plans prepared by W. D. Hotzman, Jr., Little Rock, for factory; 2 buildings, each 120x80 ft., and drykilns; 20,000 sq. ft. floor space; purchased machinery; 3-acre site in Factoria Addition. (Lately noted.)

Fla., Gainesville—Hampers, Grates, etc.—G. Allison advises will erect buildings and install veneer machinery to manufacture beans and lettuce. Hampers and cabbage crates; capacity 1000 to 1500 daily; buildings of mill construction; 38x53-ft. main shed, drykiln, vats, etc., to cost \$8000.

Mo., Independence—Cabinets.—J. M. Stansbury, Kansas City, purchased Osage Planing Mill and will install equipment to mfr. cabinets.

Mo., St. Louis—Furniture.—Simmons Mfg. Co. will erect 4-story factory; reported cost, \$100,000; site has frontage of 98 ft.

N. C., Asheville—Furniture.—American Furniture Mfg. Co. will build addition; 100 ft. long; 2 or 3 stories.

N. C., Mebane—Furniture.—White Furniture Co.'s machinery was not damaged in recent fire; no new machinery needed; other repairs adjusted. (Lately noted.)

BURNED

Ala., Anniston.—J. A. Dehart's residence, owned by Rev. J. W. McQueen.

Ala., Ashland.—Central Hotel; loss \$3000.

Ala., Gayleville.—Gayleville Gin Co.'s gin and grist mill; loss \$6000.

Ala., Opelika.—Farmers' Alliance Warehouse.

Ala., Stockton.—Bacon-Underwood Veneer Co.'s plant partially burned; loss \$25,000 to \$50,000.

Ala., Toinette.—Cochrane Lumber Co.'s sawmill; loss \$30,000.

Ala., Whistler.—Jordan & Young's turpentine plant; loss \$250.

Ark., Caddo Gap.—W. F. Hopper's building, loss \$900; Wasson & Collier's building, loss \$700.

Ark., Jonesboro.—State Agricultural College's power plant; loss \$15,000. Address Trustee.

Ark., Little Rock.—Buildings occupied by Thalheimer Bros. and The Fashion Store, owned by Morris M. Cohn; buildings occupied by Armstrong Shoe Co. and Lonergan Furniture Co. and owned by Robert Furt; total loss \$150,000.

Fla., Punta Rassa.—Shultz Hotel, Geo. R. Shultz, Mgr.

Ga., Cordelle.—Pless & Williams' stables; J. A. Harmon's residence; G. L. Dekle & Bro.'s building; loss \$15,000; total loss, \$50,000.

Ga., Tifton.—Adel Lumber Co.'s sawmill and drykilns, etc.; loss \$20,000.

Ky., Fords.—Ford Lumber Co.'s building; Ford Hotel; John Howard's store; Robt. Horn's residence; Witmer House; Mrs. Bettie Johnson's residence; Anse Warner's 3 dwellings; total loss about \$50,000.

La., Franklinton.—Three buildings owned by Union Bank and occupied by Burris Bros., Ltd.; loss \$500.

Mo., Cristfield.—E. H. Bethard's dwelling Line St.

BUILDING NEWS

BUILDINGS PROPOSED

APARTMENT-HOUSES

two 2-story flats 3328-39 Humphrey St.; cost \$500.

Mo., St. Louis.—Ro Chas Realty Co. will erect 2-story flat 396 Utah St.; cost \$4000.

Mo., St. Louis.—O. Anderson will erect 2-story tenement-house 5955-57 Hamilton St.; cost \$7000.

Mo., St. Louis.—H. Heilbreder will erect 2-story tenement-house 142-24a Angelica St.; cost \$250.

Mo., St. Louis.—R. M. Davies will erect double flat Chouteau Ave. near Kingshighway.

N. C., Charlotte.—Colonial Apartment-house Co., Heriot Clarkson, Prest., has plans by Adlai Osborne, Charlotte, for apartment-house Tryon and 9th Sts.; 3 stories; 12 suites of 5 rooms and baths; opens bids about Nov. 1. (Company lately reported inceptd. with \$50,000 capital.)

S. C., Columbia.—E. T. Summersett and N. H. Driggers will erect apartment and store building. (See Stores.)

Tex., El Paso.—J. E. Blichoff will erect 2 tenement-houses; one 9th and Florence Sts., other Magoffin addition; cost \$5000.

Tex., San Antonio.—Mrs. W. H. Burges is having plans prepared by Ernest P. Behles, San Antonio, for \$30,000 reinforced concrete apartment-house Pecan St.

Tex., San Antonio.—L. Goldman will erect apartment-house Laurel St.; cost \$8500; Ernest P. Behles, Archt., San Antonio.

Va., Richmond.—W. H. Palmer, executor, will erect two 2-story brick tenements and stores 194x66 E. Main St.; cost \$8366.

ASSOCIATION AND FRATERNAL

Ark., Batesville.—Masonic Orphanage, S. M. Tuggee, Supt., will expend \$20,000 to enlarge dormitory and dining room.

Md., Baltimore.—B. P. O. E. accepted plans by Wyatt & Nolting, Keyser Bldg., Baltimore, for lodge building Fayette St. near Howard St.; 61x156 ft.; cost about \$300,000. (Lately noted.)

Mo., Kansas City.—Knights of Columbus, 3200 Main St., will inaugurate campaign for \$100,000 to enlarge Kansas City Orphans' Home and St. Anthony's Home for Infants; E. E. Porterfield, Chrm., of campaign.

N. C., Charlotte.—Masonic Temple Association has plans by Hook & Rogers, Charlotte, for Masonic temple; four stories and basement; granite base; 60x127 ft.; brick and stone cornice; toilet and bath rooms on each floor to have tiled floors and wainscote; corridors with tiled floors and base; electric elevators; electrical exhaust fan system of ventilation; electric lighting; gravity return steam heat; ordinary construction with steel supports and laterals; composition and tin roof; cost \$80,000; bids opened Oct. 30; subcontracts for limestone, granite, terra-cotta, plumbing; proposals addressed to John M. Scott, Chrm. (Previously noted.)

Okl., Durant.—B. P. O. E. will erect fireproof building to replace structure reported burned at loss of \$8,000.

S. C., Columbia.—Masonic Temple Corp., D. E. Hydryck, Prest., Spartanburg, S. C., will not erect Masonic Temple as lately noted.

Tex., Galveston.—Aerie No. 48, F. O. E., will erect building E. Postoffice St.; 2 stories; fireproof; lower floor for stores.

Va., Portsmouth.—Portsmouth Aerie, F. O. E., is having plans prepared by Rossell Edw. Mitchell, Dickson Bldg., Norfolk, for building; 3 stories; 50x100 ft.; semi-fireproof; gravel roof; steam heat; electric lights; limestone entrance; lower floor for stores; cost \$25,000.

Va., Portsmouth.—Y. M. C. A. will erect building High St. near Washington St.; 4 stories; 90x110 ft.; pressed brick; stone and marble trimmings; swimming pool 2x90 ft.; seating capacity 750; 89 dormitories; steam heat; slag roof; contractor let to Baker & Brinkley, Norfolk, Va., at \$91,000, including plumbing, lighting and heating; Louis E. Jallade, Archt., 37 Liberty St., New York. (Lately noted.)

BANK AND OFFICE

Ala., Alabama City.—R. B. Kyle will erect theater and bank building. (See Theaters.)

Ga., Atlanta.—Braselton Building Co., Amos Braselton, Prest., reported to erect 32-story building instead of 25-story structure, as lately planned; 2 lower floors for bank; upper floors for offices; W. L. Stoddart, Archt., 30 W. 38th St., New York, reported as to complete plans about Nov. 1 and construction proposed to begin about April 1. (Lately noted to cost \$300,000.)

Mo., Kansas City.—Strong Line, W. B. Strong, Gen. Mgr., plans to erect office building, depot, etc. (See Ice and Cold Storage.)

Mo., Kansas City.—Kansas City Athletic Club will erect office, store and club building. (See Miscellaneous.)

Mo., St. Louis.—David D. Israel will remodel building 9th and Chestnut Sts. (See Hotels.)

N. C., Washington.—Mrs. W. L. Laughinghouse will erect store and office building. (See Stores.)

Okl., Tulsa.—St. Louis & San Francisco R. R., V. K. Hendricks, Engr., Springfield, Mo., will erect \$5,000 express office; probably freight office later.

Tex., Abilene.—W. H. Graham and associates will organize company to erect building; 50x100 ft.; 6 stories and basement; fireproof; reinforced concrete faced with brick; stone or terra-cotta trimmings; electric ele-

vator; steam heat from natural-gas fuel; stores first floor; offices above; cost about \$80,000; M. L. Waller, Archt., Fort Worth. (Lately noted.)

Tex., Quitman.—Farmers and Merchants' State Bank, J. B. Goldsmith, Prest., will erect building; 30x80 ft.; ordinary construction; composition roof; cost \$500.

CHURCHES

Ark., Bentonville.—Bentonville Baptist Church, Rev. W. A. Moffit, pastor, will erect building 12th and Church Sts.

D. C., Washington.—United Presbyterian Church is having plans prepared by Chas. W. Bolton & Son, Witherspoon Bldg., Philadelphia, for building; 2 and 3 stories; cost \$75,000.

Ga., Atlanta.—Union Primitive Baptist Church will erect building College Park. Address The Pastor.

Ga., Eastman.—First Baptist Church, Rev. Alex. W. Bealer, pastor, is having plans prepared by Sayre & Baldwin, Anderson, S. C., for building; cost \$20,000; details not determined. (Previously noted.)

Ga., Macon.—Second Street Methodist Church, Rev. B. E. Whittington, pastor, will improve church and Sunday-school rooms; install heating apparatus, repair walls, renovate interior of building, etc.

La., New Orleans.—Catholic Church, Rev. Adelard Harpin, pastor, will erect building.

La., Shreveport.—Edw. F. Nield, Archt., Shreveport, receives bids until Nov. 15 to erect temple for Hebrew Zion congregation; plans and specification office architect; Isaac Barron, Chrm. Bldg. Comm.

Md., Baltimore.—St. Wenceslaus Catholic Church, Rev. E. J. Horning, pastor, Ashland Ave., receives bids until Oct. 25 through Baldwin & Pennington, Archts., 330 N. Charles St., Baltimore, to erect building; ordinary construction; fireproof floors; cement sidewalks; stone and brick; concrete foundation; slate roof; iron, steel and sheet-metal work; cost \$100,000; contractors estimating are D. M. Andrew Co., Mt. Vernon Ave. and 26th St.; J. Henry Miller, Eutaw and Franklin Sts.; Monmonier & Sorrell, 1711 McCulloch St.; J. T. Buckley, 916 Bolton St.; J. J. O'Connor, 427 E. Lexington St., all of Baltimore; T. P. Riley, Philadelphia, Pa.; Jno. T. Brady & Co., New York; separate bids received on steam heat, cost \$5000, and on electric lighting, cost \$2000.

Mo., Kansas City.—B'Nai Jehudah Temple, Rev. Harry H. Mayer, rabbi, will erect addition to temple Linwood Blvd. and Flora Ave.; cost \$30,000.

Mo., St. Louis.—Shrine Zedik congregation will erect synagogue Page and West End Aves.; cost \$50,000. Address The President.

N. C., Asheville.—Methodist Protestant Church will erect building Hillside St. and Merrimon Ave.; cost \$7000. Address The Pastor.

N. C., Charlotte.—Amity Presbyterian Church will erect building. Address The Pastor.

N. C., Parkton.—Baptist congregation, Mr. Jenkins, pastor, will erect brick church; plans are being prepared.

S. C., Gluck, R., Sta. Anderson.—Gluck Mills Baptist Church, Rev. Louis M. Smith, pastor, will erect building; cost \$31,000.

Tenn., Murfreesboro.—Baptist Church plans to erect building. Address The Pastor.

Tenn., Ripley.—Methodist Church will erect building; cost \$30,000. Address The Pastor.

Tex., Denison.—First Christian Church has plans by R. T. Forsyth for building to replace burned structure; cost \$15,000.

Tex., Elgin.—Baptist Church will erect \$10,000 building. Address The Pastor.

Tex., El Paso.—Calvary-Houston Square Baptist Church will erect brick building; stone trimmings; cost about \$75,000; C. M. Newman, C. V. Nafe and others, Building Committee.

Tex., El Paso.—Rev. Francis C. Roy, pastor of Immaculate Conception Church, is interested in erection of building to replace Immaculate Conception Church and Sacred Heart Chapel; estimated cost, \$150,000; Catholic congregation also plans to erect building in Highland Park or Grandview.

Tex., San Antonio.—Perry J. Lewis will let contract about Oct. 25 to erect office and store building. (See Stores.)

Tex., Sulphur Springs.—Christian Church will erect building; brick; cost \$15,000. Address The Pastor.

Tex., Texas City.—Baptist church will erect building 3d St. and 7th Ave.; cost \$10,000. Address The Pastor.

W. Va., Clinton.—First M. E. Church receives bids until Oct. 23 to erect 1 story fire-

proof assembly-hall; plans and specifications at office Geo. H. Dieringer, Archt., Wheeling; information at 106 N. Huron St., Wheeling. (Lately noted.)

CITY AND COUNTY

Fla., Pensacola.—Market—Escambia County Crop Improvement Assn., Leland J. Henderson, Secy., launched campaign for election on \$25,000 bonds for city market. (Previously noted.)

La., Lake Charles.—Detention House—Calcasieu Parish Police Jury, Jos. Le Blue, Prest., will receive bids until Nov. 4 to erect reinforced concrete house of detention; 28x32 ft.; fireproof; composition roof; hot-water heat; electric lights; plans and specifications at office Favrot & Livaudais, Archts., 505 Perrin Bldg., New Orleans.

La., New Orleans.—Police Station, etc.—Dept. Public Finance opened bids to erect combination police station and engine-house Annunciation and Terpischore Sts.; prese 1 brick, and erect portressa for Thir Ward School; John Minot, New Orleans, is lowest bidder at \$28,500 for former and \$2850 for latter. (Lately noted.)

N. C., Asheville.—Hospital—City and Buncombe County Comms., will erect hospital for contagious diseases; \$3000 appropriated to begin work; plan separate buildings for negro and white patients and males and females, dwelling for keeper, drainage system to carry waste water to river; concrete flooring; shower baths, etc.; J. E. Rankin, Mayor.

N. C., Newbern.—City Hall—City will remodel city hall. Address Mayor Bangert.

Ola., Hunter—City Hall—City will vote on \$5000 bonds to erect city hall. Address The Mayor.

Tex., Austin.—Market—City will vote on \$30,000 bonds for municipal market-house; A. P. Woolridge, Mayor.

Tenn., Clarksville.—City Hall—City, D. B. Woods, Mayor, will let contract Nov. 1 to erect city hall; 2 stories and basement; ordinary construction; electric lighting; composition roof; cost \$10,000; low-pressure steam heat to cost \$1200; G. Tandy Smith, Jr., Archt., Clarksville. (Lately noted.)

Tex., Beaumont.—Hospital—Jefferson County Comms. ordered election for Nov. 25 on \$140,000 bonds to erect \$100,000 main hospital at Beaumont, \$40,000 dispensary building at Port Arthur, Tex. (Lately noted.)

Tex., Fort Worth—Hospital—City and Tarrant County Comms. receive bids until Oct. 28 to erect hospital; plans at office Sunquist & Staats, Archts., Fort Worth. (Lately noted.)

Tex., Greenville—Hospital—Hunt county will vote Nov. 15 on \$100,000 bond issue to erect hospital. Address County Comms.

Tex., Marshall—Park—City will vote on bonds to erect amusement buildings, etc., and maintain and operate Caven Park. Address The Mayor.

Tex., Paint Rock—Jail—Concho county will vote Nov. 29 on \$15,000 bonds to erect jail. Address County Comms.

Tex., Port Arthur—Hospital—Jefferson County Comms., Beaumont, Tex., ordered election for Nov. 25 on \$140,000 bonds to erect \$40,000 dispensary Port Arthur and \$100,000 hospital building Beaumont. (Lately noted.)

Va., Norfolk—Quarantine Station—Board of Control opened bids to erect detention building for contagious diseases, keeper's house and stables; B. C. Williamson is lowest bidder at \$5949.

Va., Richmond—Hospital—City plans to erect hospital. Address The Mayor.

COURTHOUSES

La., Bastrop.—Police Jury Morehouse parish will have plans ready Nov. 4 and will let contract Dec. 9 to erect courthouse; 55x113 ft.; fireproof; composition roof; steam heat; electric lights to cost \$10,000; pressed brick and terra-cotta exterior; cost \$75,000. Address Stevens & Nelson Co., Archts., New Orleans, La. (Lately noted.)

Mo., Cartersville.—Jasper county defeated \$11,000 bond issue to erect courthouse. Address County Comms. (Lately noted.)

Ola., Madill.—Marshall county voted \$75,000 bonds to erect courthouse. Address County Comms.

La., New Orleans.—Bertha de Lace Gries will erect 2-story frame dwelling 17th and S. Cheyenne St. and garage; cost \$500.

La., New Orleans.—M. Hochsfeider will erect double 2-story frame dwelling Terpsichore St.; cost \$3000.

Md., Baltimore—Downing & Murphy, 537 Franklin Ter., will erect 9 two-story iron-spot brick dwellings Rose Hill Ter. west of Old York Rd.; 21x35 ft.; ordinary construction; Carey roof; steam heat; gas and electric lights; cost \$2500 each; J. S. Downing, Archt., 537 Franklin Ter., Baltimore.

Md., Baltimore.—Newelo Home Construction Co. will erect 20 two-story brick dwellings 29th and Oak St.; 14x46 ft.; cost \$41,000; J. H. Powers, Archt., 501-05 Galster Estate Bldg., Baltimore.

Md., Baltimore.—Chas. E. Litzinger, 3678

prepared by Hutchinson & Denham, Mobile, for residence.

Ala., Mobile.—Alfred Beardslee will erect residence Dauphin Way.

Ark., Little Rock.—J. H. Norman will erect 2-story frame residence 1609 W. 23d St.; cost \$3500.

D. C., Anacostia.—Maurice Otterback, Cash, Anacostia Bank, will erect residence 1323 Valley Pl.; 2 stories; pressed brick.

D. C., Washington.—John M. Henderson, 1118 F St. N. W., will erect 14 dwellings; 18x39 ft.; ordinary construction; slab roof; hot-air heat; gas lights; cement sidewalks; A. E. Landvoigt, Archt., 1328 G St. N. W.; construction by owner. (Lately noted.)

D. C., Washington.—Geo. C. Pumpfrey, 311 E St. S. E., has plans by W. C. Allard, 707 G St. N. W., Washington, for two 2-story dwellings 121-15 Clifton St. N. W.; cost \$8600; construction by owner.

D. C., Washington.—Kennedy Bros., Inc., 1324 H St. N. W., have plans by A. H. Sonnenman, 1324 H St. N. W., Washington, for seven 2-story brick dwellings 720-32 Quebec St.; cost \$35,000; construction by owner.

D. C., Washington.—E. L. Yancey has plans by Speiden & Speiden, 1493 New York Ave., N. W., for 2-story frame dwelling 3006 McKinley St.; cost \$3500; construction by owner.

Fla., DeLand.—Rev. C. A. Owens has plans by Jno. T. Cairns for residence Minnesota Ave.; Swiss chalet style; 8 rooms; screened dining porches; lower floor stucco; upper floor shingle finish.

Fla., DeLand.—E. L. Hon will erect residence Minnesota Ave.

Fla., Gulfport.—J. H. Parks, Crystal Falls, Mich., will erect residence; cost \$2500.

Fla., Palatka.—Palatka Development Co., Dr. L. W. Warren and associates, will erect 12 six-room bungalows; L. W. Osborne, supt. construction. (Hamlin, Davis & Warren St.; cost \$3500; construction by owner.

Fla., Miami.—J. R. Tatum is having plans prepared by Bonfoey & Elliott, Tampa, for residence; 2 stories; stucco and shingles.

Fla., St. Petersburg.—C. W. White will erect 2 dwellings; 16 rooms each.

Fla., St. Petersburg.—J. C. Hamlett will erect dwelling; 8 or 10 rooms; brick; tile roof; mission style; cost \$12,000 to \$15,000; plans not prepared. (Lately noted as awarding contract.)

Fla., St. Petersburg.—Theo. Curry will erect residence; 8 rooms.

Fla., Tampa.—Bates & Hudnall will erect 5 cottages North B and Willow Sts.

Fla., Tampa.—W. L. Harwell will erect residence S. Orleans Ave.; cost \$3500.

Fla., Tampa.—H. L. Dawson will erect residence S. Oregon Ave.; cost \$3600.

Fla., Tampa.—Mrs. C. C. Martin, Mulberry, will erect 2 dwellings. (See Apartment-houses.)

Ga., Augusta.—L. E. Pollard and J. A. Baile will erect 2-story frame dwelling; cost \$3500.

Ga., Savannah.—Charlotte Glidden will erect 2-story frame residence Duffy and Harmon Sts.

Ga., Savannah.—City Investment Co. will erect 12 five-room cottages Wagner Heights; cost \$22,500; 4 under construction.

Ga., Savannah.—Albert Grimm will erect 10 one-story frame dwellings Joe St.

Ga., Savannah.—J. C. Slater will erect dwelling; 2 stories; frame.

Ky., Lexington.—Mrs. J. A. Stucky has plans by Smith & Bedford, Lexington, for residence E. Main St.; cost \$6000.

Ky., Lexington.—W. H. Rouse will erect 2-story 7-room residence Mentelle Park; cost \$3000.

Ky., Louisville.—Amalie Wells will erect brick dwelling 1351 Brook St.; cost \$3000.

La., New Orleans.—Bertha de Lace Gries will erect 2-story frame dwelling 17th and S. Cheyenne St. and garage; cost \$5000.

La., New Orleans.—M. Hochsfeider will erect double 2-story frame dwelling Terpsichore St.; cost \$3000.

Md., Baltimore—Downing & Murphy, 537 Franklin Ter., will erect 9 two-story iron-spot brick dwellings Rose Hill Ter. west of Old York Rd.; 21x35 ft.; ordinary construction; Carey roof; steam heat; gas and electric lights; cost \$2500 each; J. S. Downing, Archt., 537 Franklin Ter., Baltimore.

Md., Baltimore.—Newelo Home Construction Co. will erect 20 two-story brick dwellings 29th and Oak St.; 14x46 ft.; cost \$41,000; J. H. Powers, Archt., 501-05 Galster Estate Bldg., Baltimore.

Md., Baltimore.—Chas. E. Litzinger, 3678

Falls Rd., will erect 37 dwellings Cedar Ave. near 33d St.; iron-spot brick; 13.6x44 ft.; tin roof; steam heat; gas and electric lights; cement sidewalks; F. C. Beall, Archt., 306 St. Paul St.; cost \$50,000.

Md., Baltimore.—Dr. Theodore Cooke, 914 N. Charles St., will erect 10 dwellings, (2) 16x64 ft., (2) 16x55 ft., (6) 20x42 ft.; ordinary construction; slate roof; J. C. Spedden, 1540 Hanover St., Archt. (Lately noted to erect 16 dwellings.)

Md., Baltimore.—Gordon Realty Co. has plans by Henry J. Tinley, 312 N. Charles St., Baltimore, for residence 33d St. near Abel Ave.; 1 story; stone and terra-cotta; 26.1x159 ft.; cost \$4000.

Md., Baltimore.—C. M. Wartman, 1617 Milton Ave., will erect 56 dwellings Weber's Park, Harford Rd.; 2 stories; also restore mansion on property; also erect 16 dwellings Reisterstown Rd. near Oakmont Ave.; 25x27 ft., and 7 cottages Collins Ave. near Wal- red St.

Md., Catonsville.—Fredk. W. Lipp, 2400 Eutaw Pl., Baltimore, acquired Renssleer property, Valley Rd., Catonsville, and will remodel; construct porch, erect addition, concrete arch over main driveway, locate new driveways, construct boat lake, enlarge gardener's house, etc.

Md., Easton.—Mrs. Chas. T. Tilghman is having plans prepared by Wilson L. Smith, Law Bldg., Baltimore, for residence.

Md., Mt. Washington.—Wm. D. Mayer, 1652 Appleton St., Baltimore, will erect residence North Ave., Hill Top Park.

Md., Mt. Washington.—Edw. McColgan, 226 St. Paul St., Baltimore, will erect resi- dence Eidselie Ave.

Md., Rogers, P. O. at Stevenson.—Dr. Walter F. Wickes, 24 E. Eager St., Baltimore, Md., is having plans prepared by Wilson L. Smith, Law Bldg., Baltimore, for residence.

Mo., St. Louis.—Michael Harer will erect dwelling Tyrolean Ave.

Mo., St. Louis.—Benj. and Fred Yaeger will erect 2 cottages Woodstock Ave.

Mo., St. Louis.—B. Puer will erect 1-story dwelling 7112 Alabama St.; cost \$3500.

Mo., St. Louis.—Fred Dilg will erect 2-story dwelling 4014 Magnolia Pl.; cost \$300.

Mo., St. Louis.—R. E. Hudler will erect 2-story dwellings 6726-33 Hoffman St.; cost \$5000.

Mo., St. Louis.—L. M. Christian will erect 2-story dwelling 5962 DeGiverville St.; cost \$4000.

Mo., St. Louis.—January Realty & Build- ing Co. will erect 2-story dwelling 6016 Von Versen St.; cost \$4000.

Mo., St. Louis.—F. and H. Bussmann will erect two 1-story dwellings 1503-05 Newhouse St.; cost \$2800.

Mo., St. Louis.—Chas. Hopp will erect 2-story dwelling 1125 S. Kingshighway; cost \$4000.

Mo., St. Louis.—F. W. Kirschner will erect 2-story dwelling 4019 Magnolia Pl.; cost \$3000.

Mo., St. Louis.—M. Wolf will erect 2-story dwelling 3529 Kingland Pl.; cost \$3000.

Mo., St. Louis.—Ed. Nolte will erect 3 2-story dwellings 6320-40 Arundel St.; cost \$18,000.

Mo., St. Louis.—C. H. Klockman will erect store and dwelling. (See Stores.)

Mo., St. Louis.—H. H. Feubacher, Prest. Western Foundry & Sashweight Co., will erect dwelling Brentmoor; cost \$40,000.

Okl., Tulsa.—Wm. Blake will erect 1-story frame dwelling 15th and Boston Sts.; cost \$3175.

Tenn., Nashville.—Chas. B. Wise will erect stucco dwelling Blakemore St. near Hills- boro Rd.; cost \$3000.

Tex., Dallas.—G. A. Turner will erect 2-story 8-room frame residence 714 W. 10th St.; cost \$3000.

Tex., Dallas.—Mrs. Annie Bettis will erect 2-story 8-room frame residence 112 Bishop St.; cost \$3500.

Tex., Dallas.—E. J. Fry, Jr., will erect 2-story 9-room frame residence 4939 Worth St.; cost \$4500.

Tex., Dallas.—Jno. S. Patterson will erect 2-story 12-room frame residence 4947 Worth St.; cost \$9000.

Tex., El Paso.—W. K. Marr will erect \$10,000 dwelling.

Tex., El Paso.—Austin & Marr will erect 5 dwellings Richmond Terrace; cost \$7000.

Tex., Fort Worth.—E. E. Baldridge will erect \$60,000 residence Arlington Heights.

Tex., Fort Worth.—B. D. Smith will erect \$15,000 residence Arlington Heights.

Tex., Fort Worth.—B. B. Brown will erect four 1-story residences 2100-06 Washington Ave.; cost \$3000.

Tex., Fort Worth.—C. W. Knapp will erect 2-story brick residence Rosedale Ave. and Buck St.; cost \$4500.

Tex., Gollad.—A. L. Dial will erect residence Depot St.

Tex., Houston.—H. F. Huestis will erect residence and number rent dwellings Park Place.

Tex., Houston.—F. J. Marett will erect 8 room residence Montrose Addition; cost \$15,000.

Tex., Houston.—D. and U. S. Frosch will erect 8 four-room dwellings Sweeney Addition; cost \$4000.

Tex., Houston.—Mrs. E. N. Gray will erect 2-story 10-room frame dwelling; cost \$4665.

Tex., Powell.—Geo. Delafosse has plans by H. O. Blanding for residence.

Tex., San Antonio.—E. A. Holland will erect residence Magnolia Ave.; brick; cost \$18,000.

Tex., San Antonio.—D. J. Woodward is having plans prepared by Ernest P. Belles, San Antonio, for dwelling; brick; cost \$15,000.

Tex., San Antonio.—Joe Clutter will erect 2-story dwelling Castillo St.; cost \$4000.

Tex., Sherman.—Mrs. Pete Yarbrough will erect 2 bungalows.

Va., Graham.—Charley Walker, West Gram- ham, will erect residence.

Va., Graham.—I. T. Frye will erect pressed-brick residence.

Va., Roanoke.—Allison Avenue Improve- ment Co. will erect 2-story frame dwelling 13th Ave. S. W.

Va., Richmond.—W. E. Camp will erect \$12,000 dwelling 2504 Monument Ave.

Va., Richmond.—Davis Land Co. will erect 3 detached 2-story dwellings Floyd Ave.; cost \$20,000.

Va., Westpoint.—Westpoint Building Cor- poration, capital stock \$5,000, organized with W. C. Davis, Prest.; P. B. Shelton, V.-P.; J. L. Bland, Treas., and N. Hess, Secy., to erect 15 five-room dwellings; will soon open bids. Address W. T. Nichols. (Lately noted.)

W. Va., Huntington.—C. A. McVey will erect 3 double brick residences Dresden Ave.; cost \$500.

W. Va., Huntington.—Ferguson Thompson will erect two 2-story brick residences 1104-1106 9th Ave.; cost \$3000.

GOVERNMENT AND STATE

D. C., Washington—Pension Office Building.—Department of Interior. Bids received until Nov. 5 for labor and material to make alterations and repairs to roofs and down- spout system of Pension Office Bldg. In accordance with plans and specifications, copies of which may be obtained upon application to chief clerk of department; award of contract subject to appropriation by Congress; Lewis C. Laylin, Asst. Secy.

Mo., St. Louis.—Postoffice and Courthouse—Treasury Dept., office of Oscar Wenderoth, supervising architect, Washington. D. C.—Bids received until Dec. 3 to erect complete (including mechanical equipment, interior lighting fixtures and approaches) United States postoffice and courthouse; 3 stories and basement; ground area 11,000 sq. ft.; fireproof; stone or marble facing; tile and copper roof; drawings and specifications may be obtained from custodian of site, Augusta, or at office of Supv. Archt.

Okla., Granite—Reformatory.—State Board of Public Affairs, Oklahoma City, will erect reformatory; fireproof; cost \$125,000; Layton & Smith, Archts., Oklahoma City; bids opened Oct. 29. (Lately noted under Schools.)

Tenn., Pulaski—Postoffice.—Treasury Dept., office of Oscar Wenderoth, Supv. Archt. Washington. D. C.—Bids opened in this office Nov. 29 to erect (including mechanical equipment, interior lighting fixtures and approaches) 1-story and basement postoffice; stone; brick faced; 4200 sq. ft. ground area; non-fireproof (except first floor); composition roof; drawings and specifications may be had at this office or from custodian of site.

Va., Covington—Postoffice.—Treasury Dept., Oscar Wenderoth, supervising archt., Wash- ington, opened bids to erect postoffice; W. H. Heathwole, Covington, is lowest bidder at \$44,508 for limestone or sandstone construction; 1 story, basement and mezzanine; stone and brick facing; tin roof. (Lately noted.)

HOTELS

Ark., Fort Smith.—Haggin Hotel will erect 2 additional stories to hotel to contain 40 rooms.

Ark., Hot Springs.—Witt, Seibert & Co., Texarkana, Ark., are preparing plans for

hotel; 5 stories; also to remodel 3-story store adjoining.

Ark., Pine Bluff.—Storm-Watson Hotel Co. capital \$40,000, inceptd.; promoting Hotel Pine.

Fla., Bradenton.—John P. Petrounta opened bids Oct. 18 to erect 1-story addition to hotel; ordinary construction; shingle roof; electric lights; foundation of present building to be strengthened; cost \$6000; A. C. Starbuck, Archt., Bradenton.

Fla., Clearwater.—Henry N. Plunkett, St. Petersburg, Fla., is having plans prepared by Bonfoco & Elliott, Tampa, for hotel; 100 rooms and 50 baths; cost \$65,000. (Lately noted.)

Ga., Savannah.—Wm. A. Miles, Mt. Vernon, N. Y., negotiating for Isle of Hope property as site for hotel for which tentative plans are being prepared by C. V. Sneedeker, Jr., and Henry J. F. Ludeman, Savannah; stucco; 25 rooms; also plans garages and tennis courts.

Md., Baltimore.—Frank Gilbert of J. L. Gilbert & Bro. Lumber Co., Eastern and East Falls Avs., and others are reported to erect hotel Baltimore St. between Charles and Hanover Sts.; 10 stories.

Mo., St. Louis.—David D. Israel leased building 9th and Chestnut Sts. and will convert into hotel; remodel; offices and stores on ground floor; ultimately erect new structure on site at cost of not less than \$100,000.

MISCELLANEOUS

Ala., Birmingham—Parish-house.—Church of the Advent will erect addition to parish- house; cost \$750; Mrs. Hale W. Tarrant, Mrs. Wm. M. Walker, Edw. Hawkins and others, committee.

Ala., Gadsden—Clubhouse.—Gadsden Coun- try Club, O. R. Hood, Prest., will erect clubhouse.

Ark., Little Rock—Clubrooms.—Little Rock Railway & Electric Co. will expend \$12,000 to improve barn for clubrooms, with library, pool tables, shower bath, etc.

Ark., Little Rock—Memorial.—General Committee Dodd Memorial, M. E. Dinenanay, Chrmn., will erect Dodd Memorial; cost \$25,000.

Fla., Riverview—Town Hall.—Board of Trade, Dr. H. F. Van Trump, Prest., is interested in erecting town hall; 1 story; 67x37½ ft.; tower; Gus Hessel, Archt.

La., New Orleans—Fair.—Southern States and Pan-American Exposition, W. M. Hobbs, Prest., will erect forestry building; octagonal shape; over-all dimensions 150 ft.; 80 ft. high; construction of forest trees; foundation on piling capped with reinforced concrete and natural stone; interior framework of logs and poles; roof covered with split clap boarding thatched with bark; ground floor with aisles and exhibit space for forestry products; 2 rustic stairways to mezzanine floors; observation balcony in tower; also receiving bids for agricultural building. (Previously noted.)

Md., Baltimore—Hospital.—Franklin Square Hospital, W. D. Weaver, business mgr., Fay- ette and Calhoun Sts., will install elevator in main building at cost of \$2000.

Md., Havre de Grace—Clubhouse, etc.—Har- ford County Agricultural and Breeders' Assn., Jno. M. Michaels, Prest., will rebuild structures at Havre de Grace race track re- ported burned at loss of \$30,000.

Mo., Kansas City—Clubhouse.—Kansas City Athletic Club will erect building for stores, offices, clubrooms, etc.

Mo., St. Louis—Restaurant.—Childs Restau- rant Co., New York, will erect restaurant Broadway and 6th St.; also addition to building 614-616 Olive St.

Mo., Kansas City—Hospital—Negro Hos- pital Assn., Rev. T. H. Ewing, Prest., 1825 Vine St., contemplates erecting hospital in 1914; cost about \$10,000.

Mo., Webster Groves.—Community House, Dr. Chas. L. Kloss, pastor of First Congre- gational Church, promoting erection of com- munity-house; 2 stories; 60x90 ft.; equipped for gymnasium, etc.; cost \$21,000.

N. C., Lincolnton—Hospital.—Dr. R. R. Reinhardt will erect veterinary hospital; fireproof.

N. C., Raleigh—Hospital.—Drs. H. W. Illescock and A. R. Tucker will erect hos- pital Peace and Halifax Sts.; accommoda- tions for 20 patients; four 24-in. columns in front.

Tex., Brownsville—Clubhouse.—Laguna Vista Club will improve clubhouse and grounds.

RAILWAY STATIONS, SHEDS, ETC.

Ga., Barnett.—Georgia R. R., Thos. K. Scott, Gen. Mgr., Augusta, will erect train shed. (See Ga., Barnett.)

Ga., Union Point.—Georgia R. R., Thos. K. Scott, Gen. Mgr., Augusta, will erect train shed. (See Ga., Barnett.)

La., New Orleans.—Louisville & Nashville R. R., W. H. Courtenay, Ch. Engr., Louis- ville, will erect freight station St. Joseph St. and river; 300x60 ft.; brick and stone; first 100 ft. 2 stories; contract reported to be awarded Oct. 21. (Lately noted to cost \$187,000.)

Miss., Enterprise.—Mobile & Ohio R. R., B. A. Wood, Ch. Engr., Mobile, Ala., will erect depot.

Mo., Kansas City.—Strong Line, W. B. Strong, Gen. Mgr., plans to erect depot, office building, etc. (See Ice and Cold- storage.)

S. C., Anderson.—Charleston & Western Carolina Railway, A. W. Anderson, Gen. Mgr., Augusta, Ga., is having plans pre- pared in Portsmouth (Va.) office of Atlantic Coast Line Ry. for terminals; reported cost \$250,000. (Lately noted.)

Tex., Munger.—Trinity & Brazos Valley Ry., J. W. Robins, Prest., and Gen. Mgr., Houston, Tex., will erect depot.

Tex., Texarkana.—Texarkana & Fort Smith Ry., R. H. Gaines, Ch. Engr., will erect depot.

sheds at Barnett (140 ft. long, with cement walls between tracks), Camak and Union Point.

Ga., La Grange.—Atlanta & West Point R. R., C. A. Wickersham, Prest. and Gen. Mgr., Atlanta, will enlarge depot; remove sustaining walls and double present ca- pacity.

Ga., Camak.—Georgia R. R., Thos. K. Scott, Gen. Mgr., Augusta, will erect train shed. (See Ga., Barnett.)

Ga., Union Point.—Georgia R. R., Thos. K. Scott, Gen. Mgr., Augusta, will erect train shed. (See Ga., Barnett.)

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La., Citronelle.—City opened bids to erect school; Standard Construction Co., Meridian, Miss., is lowest bidder at \$3688.69.

D. C., Washington.—District Comms. will erect Central High School 11th, 13th, Clifton Sts., and Florida Ave.; main central building flanked by 2 wings; tapestry brick; sand- stone and limestone trimmings; 3 stories, ground floor and basement; sunken garden enclosed with sandstone balustrades; structure 46x150 ft.; auditorium to seat 3000 will contain man floor and 2 galleries; basement to contain swimming pool 75x21 ft., boiler- room, corridor, heating tunnels, armory 40x106 ft., rifle range 80 ft. long, wood-turning and iron shops, sewing-rooms, gymna- sium, etc.; also construct athletic stadium 60x160 ft., banked on 3 sides by tiers of concrete benches to seat 6000; football and baseball fields; cinder path; dressing-rooms beneath seats; cost \$1,280,000; Wm. B. Ittner, Archt., St. Louis, Mo.; Snowden Ashford, municipal Archt., 318 17th St. N. W., Wash- ington. (Previously noted.)

Ga., Kirkwood.—City voted \$5000 bonds for school improvements. Address The Mayor.

Ga., Vienna.—City will vote Oct. 24 on \$30,000 bonds for schools. Address The Mayor.

Ky., Mt. Vernon.—City will erect \$3000 school. Address The Mayor.

La., Jennings.—City issued bonds to erect 2 or 3 room school Nubbin Ridge and one at Raymond; W. P. Arnett, Supt. of Education.

La., New Orleans.—Dept. Public Finance opened bids to erect postress lodge. (See City and County.)

La., New Orleans.—City is having plans prepared by City Archt., E. A. Christy, 25 City Hall, for school; 6 rooms; frame; compo- sition roof; hot-water heat; cost \$16,000. (Previously noted.)

Md., Catonsville.—St. Charles College will erect chapel; 58x125 ft.; main and 2 side marble altars; memorial and 9 private chapels; Port Deposit marble with Woodstock granite trimmings; Murphy & Olmstead, Archts., 1413 H St. N. W., Washington, D. C. (Previously noted.)

Md., Frederick.—Hood College will not begin erection of administration building until spring 1914; also erect at that time dormitories, refectory and gymnasium. John B. Hamma, Archt., York, Pa. (Lately noted.)

N. C., Elkin.—Elkin Graded School Dist. will vote on bond issue not exceeding \$15,000 for school. Address Dist. Comms.

N. C., Grimesland.—City will vote Nov. 4 on \$6000 bonds to erect school. Address The Mayor.

N. C., Henderson.—School Board will let contract Nov. 1 to erect \$20,000 school.

N. C., Holly Springs.—Holly Springs school district will vote on \$10,000 bonds to erect school. Address Dist. School Trustees.

N. C., Raleigh.—City will vote on \$50,000 bonds to erect schools. Address The Mayor.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Okla., Newkirk.—Board of Education issued \$15,000 bonds to build and equip school and remodel ward building.

S. C., Columbia.—School Commissioners considering bond issue to erect high school to replace structure on Washington St.

Tenn., Chattanooga.—School Comms. will enlarge high school, extending study hall 42x42 ft.; slate roof; steam heat; cost \$15,000; will have plans prepared at once.

Tenn., Ocoee.—J. R. Rice, member Board of Education, will open bids Nov. 10 to erect school; plans and specifications on file with Mr. Rice.

Tenn., Pulaski.—Martin College Bldg. will erect \$25,000 school; 100x40 ft.; 4 stories. (Lately noted.)

Tex., Ben Arnold.—Ben Arnold independent school district has plans by C. C. McDonald, Houston, for school; cost \$8000. (Previously noted.)

Tex., Buckner.—Parker county, T. P. Everett, Supt., Weatherford, Tex., will erect 2-room school at Buckner, \$5000 building at Peaster to contain 3 rooms and auditorium, and let contract to erect 3-room school at Brock.

Tex., Dallas.—Board of Education will erect 4-room building at John H. Reagan School; plans by W. F. Nicol, School Archt., Dallas; bids opened Oct. 29.

Tex., Houston.—Houston College will erect training school for nurses.

Tex., Huntsville.—Sam Houston Normal School, H. F. Estill, Prest., will erect practice school and science building.

Tex., Leming.—City voted \$5000 bonds to erect school. Address The Mayor. (Previously noted.)

Tex., Penster.—Parker county, T. P. Everett, Supt., Weatherford, Tex., will erect school. (See Tex., Buckner.)

Tex., Saginaw.—Saginaw School Dist. Trustees receive bids until Oct. 30 to erect school; plans and specifications at office B. G. Leake, Archt., Rooms 29-21 Dundee Bldg., Fort Worth, Tex.

W. Va., Elkins.—City reported as having plans prepared by F. L. Packard, Columbus, O., for high school; cost \$175,000. (\$90,000 bond issue previously noted.)

STORES

Ala., Mobile.—Chas. Pierce will erect 2-frame buildings 155 S. Hamilton St.; cost \$3000.

Ark., Hot Springs.—Witt, Selbert & Co., Texarkana, Ark., are preparing plans to remodel 3-story store. (See Hotels.)

Fla., Ybor City, Ind. Sta., Tampa.—Robt. & Lee Dekel will let contract McCucken & Hyer, Tampa, to erect building 7th Ave.; 2 stories; lower floor for store; upper floor for apartments; cost \$11,000; Bonfoey & Elliott, Archt., Tampa. (Lately noted.)

La., New Orleans.—F. J. Delatus will erect 2-story frame building; cost \$3000.

La., New Orleans.—Estate of Francis J. Gasquet will erect building Magazine and Gravier St. to be occupied by H. W. Johns-Manville Co.; 6 stories; reinforced concrete; terra-cotta and pressed brick; 70x80 ft.; fireproof; double-source sprinkling system; exposed openings protected with wire glass; stairways and elevator shafts fireproofed; cost \$80,000.

Mo., Kansas City.—Kansas City Athletic Club will erect store, office and club building. (See Miscellaneous.)

Mo., St. Louis.—M. Gutman will erect 2-story store and tenement-house 3184 Ivanhoe St.; cost \$4000.

Mo., St. Louis.—Chas. Henckler will erect store Hamilton Ave.

Mo., St. Louis.—David D. Israel will remodel building 9th and Chestnut Sts. (See Hotels.)

Mo., St. Louis.—Ed Schaputz will erect 2-story store 5652-56 Easton St.; cost \$12,000. 98.

Mo., St. Louis.—J. D. O'Brien will erect 2-story store and dwelling 7327 Commonwealth St.; cost \$3200.

Mo., St. Louis.—Hart estate leased building 514 Locust St. to J. H. Tlemeyer Carpet Co., 514 Franklin Ave., and will improve, install store front, etc.

Mo., St. Louis.—C. H. Klockman will erect 2-story store and dwelling 4222 Natural Bridge Rd.; cost \$6800.

N. C., Washington.—Mrs. W. L. Laughinghouse will erect building; 76x35 ft.; 2 stories; first floor for 4 stores; upper floor for 12 double offices; front and side of plate glass.

S. C., Greenville.—J. Hudson Williams purchased building S. Main St., 46x100 ft.; will construct pressed-brick front, etc.

S. C., Columbia.—E. T. Summersett and W. H. Driggers will erect building to contain 3 stores and 4 apartments; 2 stories; brick; ordinary construction; gravel or rubber roof; cost \$10,000; Hamby & Rourk, Archts., Columbia; construction by E. R. Summersett. (Recently noted.)

Tenn., Nashville.—H. G. Hill Grocery will erect brick-veneer store building Kayne Ave. and Broadway; cost \$2000.

Tex., Abilene.—W. H. Graham and associates will erect store and office building. (See Bank and Office.)

Tex., El Paso.—Jas. I. Hewitt & Son will remodel building and erect 1-story addition Texas and Stanton Sts.; cost \$4500.

Tex., Galveston.—Aerie No. 48, F. O. E., will erect store and lodge building. (See Association and Fraternal.)

Tex., Goliad.—J. H. Ewell Co. has plans by Green & Finger, Galveston, for store; 2x100 ft.; the roof; electric lights.

Tex., San Antonio.—L. Kaufman will erect reinforced concrete addition to store to cost \$12,500, and apartment-house San Pedro Ave.; cost \$18,700; Ernest P. Behles, Archt., San Antonio.

Tex., San Antonio.—Perry J. Lewis will let contract about Oct. 28 to erect store and office building; 2 stories; 30x75 ft.; faced brick, brick and stone trimmings; Atlee B. Ayres, Archt., San Antonio. (Lately noted.)

Tex., San Antonio.—Jos. Courand will erect additional story and install front in building Commerce St.; cost \$15,900; Ernest P. Behles, Archt., San Antonio.

Tex., San Antonio.—Mayer Piano Co. has plans by Ernest P. Behles, San Antonio, for building; cost \$22,000.

Tex., San Antonio.—Mrs. Bertha Stumberg and Mrs. L. Bohnet will erect 3-story building and 2-story building adjoining on Commerce St.; pressed brick; cost \$24,000; Ernest P. Behles, Archt., San Antonio.

Tex., Sherman.—W. C. Eubanks will erect 2-story brick business buildings N. Travis St.; cost \$8,000 each.

Tex., Texas City.—F. A. Gough will erect 2-story brick business building 5th Ave. between 6th and 7th Sts.

Va., Portsmouth.—Portsmouth Aerie, F. O. E., is having plans prepared for store and lodge building. (See Association and Fraternal.)

Va., Richmond.—W. H. Palmer, executor, will erect 2 stores and tenements. (See Apartment-Houses.)

THEATERS

Ala., Alabama City.—R. B. Kyle will erect theater and bank building; 50x130 ft.

Fla., Stuart.—J. C. Hancock will erect Lyric Theater; 30x54 ft.; 16-ft. ceiling; brick veneer; electric lights; parrold roof; cost \$3000; bids opened Oct. 25.

Md., Baltimore.—Lord Calvert Theater Co., capital \$200,000, Incptd.; Andrew D. Stevens, Prest., Scranton, Pa.; Raymond N. Fisher, V.-P. and Treas., 921 N. Fulton Ave.; Walter D. Barnes, Secy. and Gen. Aud., 221 W. Baltimore St., both of Baltimore; will own and operate moving picture and vaudeville theaters in Baltimore and other cities; offices in Calvert Bldg.

N. C., Greenville.—S. T. White will erect opera-house 5th St.

S. C., Anderson.—Chamber of Commerce is interested in erection of theater to cost \$30,000 to \$40,000 at Whitner and Peoples Sts.

Tex., Fort Worth.—Rex Amusement Co. will repair brick building 907 Houston St.; cost \$3000.

W. Va., Martinsburg.—H. P. Thorn will erect moving-picture theater Spring and Martin Sts.; 3 stories; brick; fireproof.

WAREHOUSES

Ky., Vanceburg.—Vanceburg Loose Leaf Tobacco Warehouse Co., capital \$9000, Incptd. by G. W. Stamper, G. M. Thomas, Joseph M. Lee and others; to erect warehouse; 140x176 ft.; ordinary construction; felt roof; electric lights; cost \$8000 to \$10,000; J. M. Lee, Archt., Vanceburg; construction by day labor. Address Archt.

Md., Baltimore.—Hirshberg, Hollander & Co., 25-27 W. Pratt St., are having plans prepared by Frank & Kavanaugh, 328 N. Charles St., Baltimore, for warehouse Ossend and Warner Sts.; brick; concrete foundation.

W. Va., Huntington.—Sehon, Stevenson & Co. will erect 3-story brick warehouse C. & O. R. R. at 11th St.; cost \$25,000.

BUILDING CONTRACTS AWARDED

APARTMENT-HOUSES

Ala., Gadsden.—C. E. Snead let contract W. S. Moyers to erect 2-story brick apartment-house and 2-story brick dwelling 9th and Chestnut Sts.; cost \$18,000.

Ala., Mobile.—L. W. Savage, 156 St. Francis St., has plans by and awarded contract Robt. Windham, 156 St. Francis St., to erect apartment and office building; 3 stories; fireproof; Standard roof; gas heating; electric lights; let subcontracts for brick, plumbing, gas, etc.; cost over \$3000. (Lately noted under Stores.)

Ark., Little Rock.—R. L. Wilder let contract B. H. Crawford, Little Rock, to erect apartment-house and store. (See Stores.)

D. C., Washington.—A. C. Moses, Chevy Chase, Md., let contract to repair store and apartment building. (See Stores.)

Fla., Pensacola.—M. J. Elkan, Pensacola, and Nat Kaiser, Atlanta, will erect apartment, store and theater building. (See Theaters.)

Tex., San Antonio.—Mme. C. A. Scherl let contract Wm. F. Marx erect brick apartment-house; cost \$9500; Ernest P. Behles, Archt., San Antonio. (Previously noted.)

Tex., San Antonio.—F. C. A. Scherl let contract about Oct. 28 to erect store and office building; 2 stories; 30x75 ft.; faced brick, brick and stone trimmings; Atlee B. Ayres, Archt., San Antonio. (Lately noted.)

Tex., San Antonio.—Jos. Courand will erect additional story and install front in building Commerce St.; cost \$15,900; Ernest P. Behles, Archt., San Antonio.

Tex., San Antonio.—L. Kaufman will erect reinforced concrete addition to store to cost \$12,500, and apartment-house San Pedro Ave.; cost \$18,700; Ernest P. Behles, Archt., San Antonio.

Tex., San Antonio.—Perry J. Lewis will let contract about Oct. 28 to erect store and office building; 2 stories; 30x75 ft.; faced brick, brick and stone trimmings; Atlee B. Ayres, Archt., San Antonio. (Lately noted.)

Tex., San Antonio.—L. Kaufman will erect reinforced concrete addition to store to cost \$12,500, and apartment-house San Pedro Ave.; cost \$18,700; Ernest P. Behles, Archt., San Antonio.

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Tex., San Antonio.—L. Kaufman will erect reinforced concrete addition to store to cost \$12,5

33x59 ft.; cost \$7000; Edw. L. Palmer, Jr., Archt., 408 Roland Ave., Roland Park, Md.

Md., Baltimore.—Julian S. Jones, 608 Equitable Bldg., let contract J. Henry Smith, 1426 Light St., Baltimore, erect residence; stucco; concrete foundation; 96x35 ft. 9 in.; mill construction; tile roof; cost \$13,290; Clyde N. Fritz, Archt., Munsey Bldg., Baltimore. (Lately noted.)

Md., Baltimore.—Henry D. Stockbridge, 75 Gaumer Bldg., let contract J. Henry Smith, 1426 Light St., Baltimore, to erect residence Ten Hills; Otto G. Simonson, Archt., Maryland Casualty Tower Bldg., Baltimore. (Previously noted.)

Mo., Kansas City.—Jno. Taylor, Jr., let contract Harvey Stivers, Kansas City, to erect residence 837 56th St.; 2 stories; brick and stone; cost \$12,000; A. B. Anderson, Archt., Kansas City.

Mo., St. Louis.—Chas. Hogg, 810 Olive St., let contract Hogg & Reid erect dwelling; 25x32 ft.; mill construction; slate roof; gas and electric lights; concrete sidewalks and porch doors; cost \$4000; steam heat; cost \$250; plans by owner. (Lately noted.)

Mo., St. Louis.—Eugene J. Nichols, 3960 Wyoming Ave., let contract Horthelder & Thieles, Weston, Mo., to erect dwelling; 2½ stories; Dennis' hollow tile and stucco; hot water; electric lights; regulation sidewalks; shingle, asbestos and concrete roof; cost \$8000 to \$9000; Haussler & Huff, Archts., Roe Bldg., St. Louis. (Lately noted.)

Mo., St. Louis.—E. C. Kreibohn, 5223 Murdoch Ave., let contract W. J. Hurt erect residence; 2 stories; 7 rooms; brick; gravel roof; gas and electric lights; cost \$4000; H. J. Burgdorf, Archt., 2902 Virginia Ave., St. Louis; contract for heating plant to cost \$400 not awarded. (Lately noted.)

Tenn., Memphis.—A. J. Boots let contract Fields & Boots to erect two 1-story 5-room dwellings 947-49 Mississippi Blvd.; cost \$4000.

Tenn., Memphis.—Mrs. Katherine Kell, Union and Rembert Sts., has plans by and let contract J. A. Moore, 361 N. McNeil St., Memphis, to erect dwelling; 30x42 ft.; shingle roof; furnace heat; electric light; cost \$3500. (Lately noted.)

Tex., Austin.—Paulist Fathers' Church let contract A. A. Evans, San Antonio, to erect rectory; 3 stories; concrete and brick; 60x30 ft.; 20 halls, galleries, rooms, etc.; cost \$15,000.

Tex., Bartlett.—Central Christian Church, H. A. McCarty, pastor, let contract Edward Flick to erect parsonage; 40x40 ft.; ordinary mill construction; shingle roof; fireplace heat; electric lights; cost of building \$4000; Carl Flick, Archt. (Lately noted.)

Tex., Edna.—Dr. J. C. Parks let contract J. Taylor to erect residence.

Tex., Elgin.—Dr. W. E. Woods let contract Burnett & Davis to erect brick dwelling; cost \$30,000.

Tex., Hearne.—Mrs. Wm. Haining let contract to erect residence.

Tex., Rosebud.—W. L. Warrock let contract T. M. Sapp to erect residence; cost \$525.

Tex., San Antonio.—Robt. B. Cherry let contract J. H. Goodwyn erect brick residence Huisache Ave. and Belknap Pl.; cost \$14,500; Ernest P. Behles, Archt., San Antonio.

Tex., Sherman.—Emmett E. Wyatt let contract Jerry Wall, Sherman, to erect 2 bungalows South Travis St.

Tex., Victoria.—Mrs. F. R. Pridham let contract to erect \$5000 residence West Commercial St.

GOVERNMENT AND STATE

Ark., Little Rock—Capitol.—State Capitol Com. let contract to M. B. Sanders, Little Rock, for plumbing for capitol building; Pellingreen Construction & Investment Co., St. Louis, general contractor; Cass Gilbert, Archt., 11 E. 24th St., New York. (Other contracts lately noted awarded.)

Okl., Vinita—Asylum.—State Board of Affairs let contract Holmboe Co., 1104 State National Bank Bldg., Oklahoma City, to erect insane asylum; 50x200 ft., with ell 50x60 ft.; fireproof; tile roof; direct and indirect system of heating; cost \$95,690; Chas. W. Dawson, Archt. (Lately noted.)

HOTELS

Ky., Grayson Springs (not a P. O.).—Grayson Springs Hotel Co., 212 Realty Bldg., Louisville, let contract Falls City Construction Co., 212 Realty Bldg., Louisville, to erect hotel; 4 stories; 1 and 2-story towers; fireproof; concrete and tile roof; gravity heating system; electric lights; cost \$300,000; F. V. Newell, Archt., 35 S. Dearborn St., Chicago, Ill. (Lately noted.)

MISCELLANEOUS

Md., Baltimore.—Hospital.—Johns Hopkins Hospital, Broadway and Monument St., let contract W. E. Burnham, Law Bldg., Baltimore, to erect additional story to 4-story hospital building; 56x78 ft.; cost \$8000; Archer & Allen, Archts., Central Savings Bank Bldg., Baltimore.

Tenn., Nashville—Hospital.—Directors Gallopay Memorial Hospital, Percy D. Maddin, Prest., will have plans and specifications ready in about 30 days for \$30,000 hot-water heating plant for central building under construction; structure 88x32 ft.; fireproof; tile roof; 2 electric passenger elevators; cost \$20,000; Samuel Hannaford & Sons, Archts., Cincinnati, O.; no general contract; several subcontracts awarded. (Previously noted.)

Tex., Bartlett—Sheds.—Mutual Lumber Co., A. R. Gross, Mgr., let contract to erect sheds and office building to cost \$5000.

W. Va., Huntington—Citadel.—Salvation Army let contract at \$22,620 to Taylor & Robinson to erect citadel; 3 stories and basement; brick; 40x160 ft.; lower floor for stores. (Lately noted.)

RAILWAY STATIONS, SHEDS, ETC.

Ga., Cordelle.—Atlanta, Birmingham & Atlantic R. R., F. L. Beall, Ch. Engr., Atlanta, let contract to erect union station; cost about \$20,000. (Previously noted.)

N. C., Duncan (not a P. O.).—Norfolk Southern R. R. Co. let contract to erect station. (See N. C., North Charlotte.)

N. C., North Charlotte.—Norfolk Southern R. R. Co., F. L. Nicholson, Ch. Engr., let contract C. V. York, Raleigh, to erect depots North Charlotte, Duncan and Norwood. (Previously noted as having plans prepared by C. K. Conard, Consult. Engr., Charlotte, for former.)

SCHOOLS

D. C., Washington.—Catholic University of America, Rev. Thos. J. Shahan, rector, Michigan Ave. and Harewood Rd. N. E., let contract Boyle-Robertson Construction Co., Union Trust Bldg., Washington, to erect \$100,000 addition to hall in Michigan Ave.; Murphy & Olmstead, Archts., 1413 H St. N. W., Washington. (Previously noted to erect several buildings.)

Md., Towson.—Bldg. Com. Maryland State Normal School let contract for marble and tile work on administration building to Sisson Marble Co., W. 23d St. and B. & O. R. R., Baltimore; brick work to Chas. F. W. Berndt, 1236 N. Broadway, Baltimore, and grading and landscaping to C. Parlett, Govans, Md.; general contract let Morrow Bros., Fidelity Bldg., Baltimore; cost \$270,932; Parker, Thomas & Rice, Archts., Union Trust Bldg., Baltimore. (Contracts for marble and tile and steel work lately incorrectly noted.)

Md., College Park.—Bldg. Com. Maryland State Normal School let contract for marble and tile work on administration building to Sisson Marble Co., W. 23d St. and B. & O. R. R., Baltimore; brick work to Chas. F. W. Berndt, 1236 N. Broadway, Baltimore, and grading and landscaping to C. Parlett, Govans, Md.; general contract let Morrow Bros., Fidelity Bldg., Baltimore; cost \$270,932; Parker, Thomas & Rice, Archts., Union Trust Bldg., Baltimore. (Contracts for marble and tile and steel work lately incorrectly noted.)

Okl., Sulphur.—State Board of Public Affairs, Oklahoma City, Okla., let contract Manhattan Construction Co., Muskogee, Okla., erect school for deaf; fireproof; cost \$14,000; Layton & Smith, Oklahoma City, Archts. (Lately noted as rejecting bids.)

Tenn., Johnson City.—State Board of Education let contract W. H. Hostwick, Jefferson City, Tenn., erect addition dining hall; metal roof; cost \$7000; Bauman Bros., Archts., Knoxville, Tenn. (Lately noted.)

Tenn., Memphis.—American Missionary Institute of New York let contract James Alexander Construction Co., Memphis, to erect Le Moyne Institute; 56x82 ft.; 2 stories and basement; reinforced concrete; steel beams; 5-ply composition roof; \$2000 heating plant; cost of building, \$30,000; plans by Tandy & Foster, 1931 Broadway, New York. (Lately noted.)

Tex., Brock.—Parker county, T. P. Everett, Supt., Weatherford, let contract to erect school; 3 rooms.

Tex., San Antonio.—School Board let contract Jacob H. Wagner, San Antonio, erect addition to high school; 4 rooms and basement; ordinary construction; lime pressed brick; asbestos shingle roof; cost \$18,000; extension steam radiator heating, cost \$727,000; F. V. Newell, Archt., San Antonio, (Lately noted.)

Tex., Terrell.—City let contract Berry & Metcalf, Corsicana, to erect school; 60x80 ft.; fireproof construction; hot-air and fan system heating; tar and gravel roof; cost \$14,000; Van Slyke & Woodruff, 515 W. 5th St., Fort Worth. (Previously noted.)

STORES

Ala., Birmingham.—Frank Nelson, Jr., is reported to have let contract Chas. Hall to erect 2-story building 3d Ave. and 19th St. for F. W. Woolworth & Co., New York; cost \$40,000; Harry B. Wheelock, Archt., Steiner Bldg., Birmingham. (Lately noted.)

Ark., Hot Springs.—Foyce & McKee let contract J. S. Brock, Hot Springs, erect store and apartment-house; 150x60 ft.; ordinary construction; composition roof; natural-gas heat; electric lights; cost \$40,000; contract Hot Springs Plumbing & Machine Co. for plumbing to cost \$5000; Mann & Stern, Archts., Little Rock and Hot Springs. (Lately noted.)

Ark., Little Rock.—R. L. Wilder let contract B. H. Crawford, Little Rock, to erect store and apartment building; 88x52 ft.; 2 stories; white brick; tin roof; cost \$8000; plans by contractor. (Lately noted.)

D. C., Washington.—A. C. Moses, Chevy Chase, Md., let contract A. C. Moses Construction Co., Chevy Chase, to repair 4-story store and apartment-house 916 New York Ave.; cost \$3000; Speiden & Speiden, Archts., 1403 New York Ave. N. W., Washington.

Fla., Fort Myers.—Edward J. Tonneller, Benton Harbor, Mich., let contract G. A. Miller, Tampa, Fla., erect store and dwelling; 109x21 ft.; brick; Barrett specification tar and gravel roof; cost \$7000; Edgar Ferguson, Archt., St. Petersburg, Fla. (Lately noted.)

Fla., Lakeland.—H. D. Bassett let contract Marshall & Sanders erect 4 stores; 80x81 ft.; ordinary construction; Carey roof; cost \$15,000; L. N. Fort, Archt., Lakeland. (Lately noted.)

Fla., Pensacola.—E. W. Lawrence let contract Blount Construction Co., Pensacola, to erect 2-story building W. Garden St.; 3 storerooms.

Fla., Pensacola.—M. J. Elkan, Pensacola, and Nat. Kaiser, Atlanta, Ga., awarded contract C. H. Turner Construction Co., Pensacola, erect building Palafax and Garden Sts.; 2 stories; 59x135 ft.; fireproof; pressed brick; terra-cotta trimmings; ornamental front; tile entrance floors; cork aisles; wood-paneled walls; gas-heating plant; concrete roofing; for moving picture theater, stores and apartments; cost \$57,000; Farvot & Livaudais, Archts., Perrin Bldg., New Orleans. (Lately noted.)

Archts., Southwestern Bldg., Dallas. (Lately noted.)

Tex., San Antonio.—H. Billing let contract Geo. A. Moody, San Antonio, to erect 2-story building Commerce and Yturri Sts.; stone front; cost \$6000; Ernest F. Behles, Archt., San Antonio. (Previously noted.)

Tex., San Antonio.—Mrs. Elizabeth Moore let contract Jack Hayne to erect store; 136x11 ft.; 6 stories; pressed brick; terra-cotta trimmings; tile floors; prism lights; plate glass; Atlee B. Ayres, Archt.

Tex., San Antonio.—A. B. Frank Co. let contract Wm. Fenstermaker erect store; 5 stories; pressed brick; terra-cotta trimmings; 47x305 ft.; prism and plate-glass show windows; gravel roof; electric elevators; metal sash; cost \$50,000; Atlee B. Ayres, Archt. (Lately noted.)

Tex., Sherman.—B. L. Fleder let contract to erect 2 brick business buildings.

Tex., Sherman.—J. C. Pyle and W. H. Lucas let contract to erect 2 brick business buildings.

Tex., Sherman.—Rowan Mill let contract Jim Simmons erect four one-story buildings; 20x70 ft.; gravel roof; electric lights; cost \$11,000; John Tulloch, Archt., Sherman. (Lately noted.)

Tex., Waxahachie.—E. S. Boze prepared plans and will remodel on percentage basis five store buildings for Dr. T. Sampson, R. Bockle, R. E. Moore, H. D. Timmons and L. C. Todd; 25x86 ft.; 2 stories; ordinary construction; asbestos roof; electric lights; cement sidewalks; cost about \$16,000; materials purchased. (Lately noted.)

W. Va., Huntington.—Salvation Army let contract Taylor & Robinson to erect building; stores on first floor. (See Miscellaneous Structures.)

THEATERS

D. C., Washington.—J. R. Sherwood let contract Jos. A. Jennings & Co., 617 5th St. N. E., Washington, to remodel theater 101-110 Rhode Island Ave.; cost \$5000; N. T. Haller, Archt., Corcoran Bldg., Washington.

Fla., Pensacola.—M. J. Elkan, Pensacola, and Nat. Kaiser, Atlanta, Ga., awarded contract C. H. Turner Construction Co., Pensacola, erect building Palafax and Garden Sts.; 2 stories; 59x135 ft.; fireproof; pressed brick; terra-cotta trimmings; ornamental front; tile entrance floors; cork aisles; wood-paneled walls; gas-heating plant; concrete roofing; for moving picture theater, stores and apartments; cost \$57,000; Farvot & Livaudais, Archts., Perrin Bldg., New Orleans. (Lately noted.)

WAREHOUSES

Fla., Tampa.—Swann Terminal Co. let contract Edwards Construction Co., Tampa, to erect warehouse; frame; wall of corrugated iron; composition roof; 200x30 ft.; J. T. Swann, Archt., 918 Citizens' Bank Bldg., Tampa; will later award contract to erect 2 similar structures. (Lately noted.)

Md., Baltimore.—Canton Co., Commerce and Water Sts., let contract West Construction Co., Knickerbocker Bldg., Baltimore, to erect warehouse on pier foot 5th St.; 6 stories; 200x80 ft.; reinforced concrete; fireproof; electric lights; elevator; sprinkler system supplied from tank on roof; cost \$150,000; Edw. H. Glidden, Archt., Maryland Casualty Tower Bldg., Baltimore. (Lately noted.)

S. C., Greenville.—James Brown let contract B. Riddick erect store; 58x100 ft.; 2 stories; brick; tin or galvanized-iron roof; cost \$7500; Burwell Riddick, Sr., Archt., Greenville. (Lately noted.)

Tex., Amarillo.—Frank Wolfin let contract W. H. Rice, Amarillo, erect store and garage; 90x140 ft.; mill construction; gravel roof; cost \$16,000; steam heat to cost \$2300; contract for electric lighting not let; J. C. Berry, Archt., Amarillo. (Lately noted.)

Tex., Brenham.—F. A. Windhausen let contract J. B. Heartfield to erect 1-story brick building W. Alamo Ave.

Tex., Brenham.—Schubert & Knittel let contract to erect 2-story brick building; cost \$7500.

Tex., Galveston.—J. W. Zemper, Galveston, has contract to erect building 25th St. between Postoffice and Church Sts.; 1 story; brick and concrete; cost \$20,000; C. D. Hill, Archt., Dallas.

Tex., Galveston.—Walker, Smith & Co. let contract D. A. Winter to erect 3-story building 29th St. and Ave. A; 80x120 ft.; cost \$40,000.

Tex., Giddings.—Dr. W. E. York let contract H. H. Snowden, Cuero, Tex., to erect store and office building; 30x70 ft.; lower floor fireproof; upper floor ordinary construction; rubber roof; electric lights; cost \$7000; J. M. Hyde, Archt., Benham, Tex.

Tex., Paris.—Boren-Stewart Co., E. B. Austin, Mgr., let contract G. F. Finn, Paris, erect store; 107x216 ft.; brick; tar and gravel roof; cost \$20,000; Lang & Witchell, (Lately noted.)

RAILROAD CONSTRUCTION

RAILWAYS

Ala., Fairhope.—Ernest B. Gaston, Prest. People's Railroad Co., is reported saying that construction has begun upon its proposed electric railway from Fairhope via Silverhill to Robertsdale, Ala., 14 mi. B. F. Bond is Ch. Engr.

Ark., Fayetteville.—Construction is being pushed on the Black Mountain & Eastern R. R., which the J. H. Phipps Lumber Co. of

Fayetteville is building 16 mi. to Combs to connect with the Frisco system. Estimated that altogether 75 mi. of line will be eventually built.

Ark., Little Rock.—The Arkansas Interurban Co., at its annual meeting, authorized an issue of \$250,000 of 7 per cent, cumulative stock for its proposed line from Little Rock to Hot Springs, about 55 mi. This will make a total of \$750,000 of stock, it is reported. Louis Garrett, Secy. and Mgr., is quoted

saying that as soon as it is sold construction will begin. W. H. Garando is Prest.

D. C., Washington.—Washington-Virginia Ry. Co., operating line to Mt. Vernon, etc., reported to have obtained amended charter; capital \$2,000,000 to \$3,000,000. Frederick H. Treat of Wayne, Pa., is Prest, and J. B. Hoelman, Washington, D. C., Secy.; office, 603 Hibbs Bldg., Washington; legal headquarters, Mt. Vernon, Va., P. O. Alexandria.

Fla., Maytown.—An official of the Florida East Coast Railway is quoted saying that grading on the Kissimmee Valley line has been completed from Maytown via Kenanville to Okeechobee, 123 mi., and is being operated Maytown to Kenanville, 72½ mi. Grading is also finished on branch Kenanville to Bassinger, 36 mi. Tracklaying on the new grade is expected to be finished on both main line and branch early in 1914. Maximum grades .4 of 1 per cent.; maximum curvature 3 degrees.

Fla., Mulberry.—Seaboard Air Line, says a report, is surveying for a contemplated line from Mulberry to Valrico on its line into Tampa, about 18 mi., for a short route from phosphate mines. W. D. Fauchette, Portsmouth, Va., is Ch. Engr.

Fla., Pensacola.—C. W. Eggart, City Clerk, says that plans for the contemplated municipal belt line railway have not yet been prepared. Within 60 or 90 days \$100,000 of bonds for construction will be offered for sale. Bids for the work will not be asked for probably four or five months.

Fla., Tampa.—J. B. Walker, Ch. Engr., Tampa, Charlotte Harbor & East Coast Ry. Co., which proposes to build a line about 200 mi. long from Tampa to Charlotte Harbor and thence to the eastern coast of the State, is reported to have placed two surveying parties in the field and to have organized the Walker Engineering Co., with office in the American National Bank Bldg., Tampa. (See Manufacturers Record, Oct. 16.)

Ga., Bostwick.—S. N. Hughes of Bostwick has the contract for the extension of the Greene County R. R. from Good Hope to Monroe, Ga., 6.8 mi., via Cow Pens, including one 50-ft. trestle. Forest Greene is Prest, and W. D. Branan, V.-P. and Gen. Mgr. M. F. Mable is Ch. Engr.

Ky., Central City.—Kentucky Midland R. R. Co. has made surveys for extension to Madisonville. M. M. Wheeler, Central City, is Ch. Engr.

La., Bell Helene.—The St. Elmo, Belle Helene & Louisiana Eastern Ry., according to a report quoting an officer, expects to build 2 mi. extension early next year. G. W. Reese is Prest, and B. A. Webb, Ch. Engr., 432 Audubon Bldg., New Orleans.

La., New Orleans.—A city ordinance is published, preliminary to adoption or rejection, to grant to the New Orleans, Mobile & Texas R. R. and the Louisville & Nashville R. R. the right to rearrange tracks; also to remove and rebuild tracks in the vicinity of freight depots in New Orleans. W. H. Courtenay, Louisville, Ky., Ch. Engr. Louisville & Nashville R. R., may give information.

La., New Orleans.—Proposed ordinance is published providing route in New Orleans for the projected New Orleans-Kenner Interurban Ry., for which franchise is to be sold. A. Smith Bowman is Prest, and Andrew Fitzpatrick V.-P.

La., St. Martinville.—F. W. Crosby of New Orleans, Gen. Mgr. Southwestern Traction & Power Co., is quoted saying that the company expects to extend its line from New Iberia to St. Martinville by Jan. 1. A report from Franklin says that the first ward has almost unanimously voted a special tax to aid construction. (See Manufacturers Record, Oct. 16.)

La., Shreveport.—With reference to a recent report that the Louisiana Railway & Navigation Co. is considering propositions that it build an extension into Oklahoma, it is stated that there is "nothing doing nor contemplated." Wm. Edenborn, Hibner Bank Bldg., New Orleans, is Prest.

Md., Baltimore.—Western Maryland Ry. Co. is considering plans, now nearly perfected, for the further improvement and enlargement of its terminals at Port Covington, in Baltimore. H. R. Pratt is Ch. Engr. at Baltimore.

Md., Union Bridge.—The Pennsylvania R. R. Co. says that it has acquired the stock of the Central R. R. Co. of Maryland and that its proposed line of about 54 mi. from Keymar to Union Bridge will be built this year. J. H. Nichol, Prin. Asst. Engr. Northern Central Ry., Williamsport, Pa., may give information.

N. C., Ashboro.—Chas. A. Armstrong, Troy, N. C., one of the incorporators of the Uwharrie & Pee Dee Valley R. R. Co., says its organization is not completed, and its proposed line is from a point in Forsyth

county, through Guilford, Randolph, Montgomery, Richmond, Scotland, Robeson, Columbus and Brunswick counties. Other incorporators are J. L. Hayward and Thos. Baldwin of Mt. Gilhead, N. C.; Claudius Dockery of Raleigh, N. C.; E. A. Lackey of Hamlet, N. C., and O. C. Townsend of New York. (See Manufacturers Record, Oct. 16.)

N. C., Lenoir.—The Whiting Lumber Co. of Asheville, N. C., according to announcement at Lenoir, has bought the holdings of the Lenoir Lumber Co. and is expected to build a railroad into Watauga county to develop the lands, starting from Elk Park, Cranberry or Montezuma.

N. C., North Wilkesboro.—H. C. Landon, Gen. Mgr. Watauga & Yadkin River R. R. Co., says its object at present is to extend west to Butler, Tenn., and north to Jefferson, N. C., and to connect at the latter point with the Virginia-Carolina line, which is now building thither.

N. C., Shelby.—O. M. Muil, attorney at law, says nothing definite has been done about proposed railroad construction from Shelby, and company is not yet organized. After a vote of citizens under recent acts of Legislature, outside assistance will be sought, and it is hoped to present an interesting plan. (See Manufacturers Record Oct. 9.)

N. C., Swansboro.—Acts have been ratified by the officers of the General Assembly to authorize Jacksonville and Swansboro townships, in Onslow county, and Pink Hill township, in Lenoir county, to issue bonds to aid construction of the Goldsboro, Seven Springs & Swansboro R. R., to be about 70 mi. long. Among those previously mentioned as interested were T. H. Pritchard, Swansboro, N. C.; M. H. Allen, J. D. Langston and W. A. Robertson, all of Goldsboro, N. C.

S. C., Greenville.—Passenger service has begun over the Spartanburg extension of the Greenville, Spartanburg & Anderson Electric Ry. from Greenville as far as Greer, 13 mi.

S. C., Greenwood.—Subscriptions are reported made for the contemplated electric railway connection with the proposed Columbia-Augusta line of James U. Jackson of Augusta and others, as follows: Greenwood, \$28,106; Ninety Six, \$22,650; Epworth, \$20,700; J. B. Park of Greenwood is chairman of the committee. Other members are Henry C. Tillman of Greenwood, John B. Sloan of Ninety Six, S. H. Stevens of Cambridge and G. M. Kinard of Epworth.

Tenn., Memphis.—A report from Chicago says stockholders of the Illinois Central R. R. will hold special meeting Nov. 14 to vote on plan to issue \$120,000,000 of bonds, of which \$27,000,000 shall be reserved for future improvements, \$42,000,000 to purchase the system lines south of the Ohio River and \$51,000,000 to refund previous bond issues. C. H. Markham, Chicago, is Prest.

Tex., Bellville.—J. W. Brooks, Ch. Engr., and H. F. Granau, Jr., V.-P., Gen. Mgr., and Asst. Ch. Engr., Nueces Valley, Rio Grande & Gulf R. R. Co., are reported making reconnaissance survey for its proposed line from Kirby via Simmons to a point near the center of McMullen county, 25 mi.

Tex., Bryan.—An officer of the Bryan & Texas Central Ry. is reported saying that 15 mi. are now operating on line from Bryan via Stone City to reach Wilecox, and 10 mi. additional have been graded. A steel bridge nearly 300 ft. long over the Brazos River and a trestle over the Little Brazos are required. F. W. Doremus and others are interested.

Tex., Garland.—Construction of a connection between the Missouri, Kansas & Texas Ry. and the Gulf, Colorado & Santa Fe Ry. at Garland has been ordered. A. M. Acheson is Ch. Engr. of the M. K. & T. at Dallas, Tex.

Tex., Lubbock.—Santa Fe has opened for freight (excepting perishable and livestock) its new 90 mi. short line between Lubbock and Texico, for a distance of five stations' out from Lubbock. Construction is being pushed to completion.

Tex., Memphis.—W. W. West of Houston, Tex., and others, it is reported, will resume construction after Jan. 1 on the proposed Altus, Roswell & Pacific Ry., on which some grade has been built.

Tex., Orange.—Orange & Northeastern Railway Co. has issued \$1,000,000 of bonds, proceeds of which will be used for extension from Port Orange to Natchitoches, La., 130 mi. Commonwealth Trust Co., Houston, is mentioned as fiscal agent. Ed. Kennedy, Houston, is Prest. of railroad. He is quoted saying that the Shreveport & Calcasieu Construction Co. will begin work in the next 30 or 40 days at Vinton to lay track from there 10 mi. north to a connection with the Sabine & Red River R. R.

Tex., San Antonio.—San Antonio, Uvalde & Gulf R. R. has been authorized by the Texas Railroad Commission to issue \$800,000 of bonds as requested. Construction is in progress on extension to Corpus Christi. E. R. Brecker, Pleasanton, Tex., is Ch. Engr.

Tex., San Benito.—San Benito & Rio Grande Valley Ry. is pushing construction on a 3-mi. extension north from Mission, Tex. S. A. Robertson, San Benito, is Prest.

Va., Roanoke.—Norfolk & Western Ry. Co. is considering a proposal to build second track on its Tug Fork line. J. E. Crawford, Roanoke, Va., is acting Ch. Engr.

Va., Morgantown.—The Rinehart & Dennis Co. of Charlottesville, Va., has been awarded the contract for construction of the Prickett's Creek branch of the Buckannon & Northern R. R., 5 mi. S. D. Brady, Morgantown, is Ch. Engr. Another report says the extension will take the line into Fairmont, and the cost of grading will be \$680,000. A tunnel about half a mile long and a bridge over the Monongahela River are to be built. Hollis Rinehart is quoted saying that 500 men and 5 steam shovels will

be on the job within a week. Expected to complete grade by middle of next summer.

W. Va., Princeton.—Franchise has been granted by the County Court to the Princeton Power Co. for its proposed electric railway from Princeton to Bluefield, about 9 mi., also to cross the public road at three places; also to cross the Norfolk & Western Railway. S. J. Evans is Prest. and George H. Hill Ch. Engr. at Princeton.

STREET RAILWAYS

Ga., Atlanta.—Georgia Railway & Power Co., according to report quoting Prest. P. S. Arkwright, will build extension over 1 mi. out Howells Mill Rd. as soon as grading of street is complete.

La., New Orleans.—The city is publishing two proposed ordinances for the sale of street-railway franchises for the New Orleans Ry. & Light Co., one for a line from the city boundary to Clio St., to Claiborne St., to Magnolia St. and on Erato St. from Claiborne to Magnolia St., and another for a line on Broadway from Claiborne Ave. to Maple St. Hugh McCloskey is Prest. of the railway.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery or supplies of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery or supplies needed we will make their wants known free of cost, and in this way secure the attention of manufacturers and dealers throughout the country. The Manufacturers Record has received during the week the following particulars as to machinery and supplies wanted.

"WANTS"

Boiler.—Fayetteville Ice & Mfg. Co., Fayetteville, N. C.—Boiler; return tubular; 175 to 200 H. P.; with attachments complete.

Bottling Machinery, etc.—De Soto Spring Co., Central Ave. and Canyon St., Hot Springs, Ark.—Bottles, cases and bottling machinery.

Brick Machinery.—G. H. Kean, Gordo, Ala.—Addresses of manufacturers of and dealers in brick machinery.

Brick Machinery.—See Clayworking Machinery.

Bridge (Wooden) Construction.—See Road Construction, Miss., Raleigh.

Bridge Construction.—Garfield county, B. F. Lewis, Engr., Enid, Okla.—Open bids Nov. 3; will construct steel bridges, cost about \$8000, in various parts of county; 22, 24, 26, 30, 36 and 54-ft. spans; part of work to be purchased f. o. b. Enid; plans on file of B. F. Lewis, County Auditor.

Bridge Construction.—Comms. Court, Bell county, Salado, Tex.—Bids until Oct. 27 to erect steel or concrete bridge across Salado Creek; plans and specifications, etc., at office of W. E. Hall, County Auditor, Belton, Tex.

Bridge Construction.—State Highway Com., P. St. J. Wilson, Comms., and Board of Supervisors, at Clerk's office, Marion, Va.—Bids until Nov. 3 on following: Grade and macadamize 74 mi. in Marion dist.; grade and macadamize about 24 mi. and grade 20 mi. In St. Clair dist.; plans and specifications at office of clerk and of County Engr., Marion; also with State Highway Com., Richmond.

Bridge Plans.—J. L. Center, Chrm. Bridge Com., St. Augustine, Fla.—Plans for reinforced concrete bridge across San Sebastian River at foot of King St.; bridge within 30 ft. wide; capacity for 15-ton road roller or 40-ton street car; spans at option of designer; other data, personal inspection.

Bridge Plans.—Board of Supervisors, G. G. Ray, clerk, Aberdeen, Miss.—Receive for consideration and adoption at courthouse, Nov. 7, plans and specifications for erection of span bridge over Tombigbee River at Cotton Gin, on Amory and Okolona Rd.; also bids from engrs. for making plans and specifications and superintending erection of bridge.

Building Materials.—See Plaster.

Canning Machinery.—K. O. Knudson, Clifton, Tex.—Catalogues and prices on canning machinery.

Candy Machinery.—K. O. Knudson, Clifton, Tex.—Catalogues and prices on candy machinery.

Candy Equipment.—Lawton, Jordan & Co., Cor. Broadway and Poplar Sts., Macon, Ga.—Pumps; sugar conveyors; glucose tanks and conveyors; elevators; ventilating fans; tanks for tank cars.

Cars.—H. H. Gullif, Box 833, Richmond, Va. 25 or 30 mine cars; 1 yd. capacity; first-class 1 volts; steady power.

condition. Give price. Also wants rail for cars.

Clayworking Machinery.—Burnham Co., Engr., Murfreesboro, Ark.—Prices on brick, tile and other clayworking machinery; wants correspondence with manufacturers of stiff mud and dry process machinery.

Coal Pulverizers and Blowers.—Albuquerque Foundry & Machine Works, Albuquerque, N. M.—Addresses of manufacturers of apparatus to pulverize steam coal and blow into fire-boxes and other furnaces in gas form.

Concrete Chimney.—City Comms., St. Petersburg, Fla.—Bids until Oct. 30 to construct 97½-ft.-high reinforced concrete chimney for water-works; plans and specifications with W. F. Divine, City Clerk.

Concrete Culverts.—E. Rackow, Chrm. Board of Comms., Galveston County Drainage Dist. No. 3, Alvin, Tex.—Bids until Oct. 30 to furnish and install about 130 cu. yds. reinforced concrete culverts; specifications, etc., on file office of G. A. Knapp, drainage Engr., Box 606, Alvin.

Corn-mill Machinery.—J. R. Beauvais, care Geo. W. Reese, St. Elmo via Darrow, La.—Prices on corn shellers, grinders, hoppers, etc.

Cotton Compress.—Theodora Wilkens, Hamburg, Germany.—Correspondence with manufacturers of compresses, complete power included; for installation East Africa.

Crushers.—See Road Machinery.

Crushing Machinery.—Hickory Seed Co., Hickory, N. C.—Prices on machine to crush limestone.

Cyclometers.—National Credit Register Co., Taylor and 17th Sts., Chattanooga, Tenn. Addresses of manufacturers of small cyclometers or registering devices.

Desks.—Board of Supervisors, Monroe county, Miss.—Bids Nov. 3 at courthouse, Aberdeen, Miss., for 150 school desks, Nos. 1, 2, 5 and 6; freight charges prepaid. Address bids to G. G. Ray, clerk of board.

Dredging.—U. S. Engr. Office, E. Eveleth Winslow, Lieut.-Col., Engrs., Norfolk, Va.—Bids until Nov. 17 for dredging in western branch of Elizabeth River. Information on application.

Earth Removal.—City Comms., St. Petersburg, Fla.—Bids until Nov. 13 to move about 240,000 cu. yds. earth from Bayboro harbor and channel; plans and specifications on file with W. F. Divine, City Clerk.

Electric-light Construction.—See Water-works, Sewers, and Electric-light Construction, Marietta, Okla.

Elevators.—See Candy Equipment.

Engine.—Culpeper Silk Mills, Culpeper, Va.—Second-hand oil engine, 50 H. P., direct connected to direct-current generator of 200 watts.

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Engine.—Eutsler Bros., Grottoes, Va.—Corliss engine, 25 or 30 H. P.; good second-hand preferred.

Fans.—See Candy Equipment.

Fire-escape.—T. M. Cherry, Councilman, Norton, Va.—Data and prices on fire-escape for school building.

Foundry Equipment.—See Machine and Foundry Equipment.

Glass Machinery.—K. O. Knudson, Clifton, Tex.—Catalogues and prices from manufacturers of glass machinery; view to agency.

Glassware.—Wm. E. Hart, Lutz, Fla.—Addresses of manufacturers of jelly glasses (located to ship by steamer); wants about 1000 dozens at present.

Hay-curing Process.—Geo. M. Murrell, Bayou Goula, La.—Data, including catalogues, on artificial process of hay-curing or drying.

Heating Systems, etc.—Secy. Commls., Room 509 Dist. Bldg., Washington, D. C.—Bids until Oct. 28 for installation of boiler at Tuberculosis Hospital, Washington; steam heating system for repair shop of Fire Dept., North Carolina Ave., between 6th and 7th Sts. S. E.; heating and ventilating system for school No. 127, Anacostia, D. C.; specifications, etc., obtainable from Ch. Clerk, Engr. Dept., Room 427 Dist. Bldg.

Ice Plant.—Mullins Lumber Co., Mullins, S. C., wants to correspond with engineer relative to plans for small ice factory.

Laundry Machinery.—W. J. Berryman, care Connecticut Mutual Life Insurance Co., Edenton, N. C.—Correspondence with manufacturers of or dealers in steam laundry machinery.

Letter-box Posts and Pedestals.—P. O. Dept., A. S. Burleson, Postmaster-Gen., Washington, D. C.—Bids until Oct. 27 at office of Purchasing Agent (previous bids having been rejected) to furnish letter-box posts and pedestals from Nov. 1, 1913, to April 30, 1917; blanks on application to Purchasing Agent.

Levee Construction.—Levee.—Board of State Engrs., 213 New Orleans Court Bldg., New Orleans, La.—Bids until Oct. 22 to enlarge Plaquemine City Front levee on Mississippi River, right bank, Iberville parish; about 35,000 cu. yds.; information on application to Board.

Levee Construction.—Board of State Engrs., 213 New Orleans Court Bldg., New Orleans, La.—Bids until Oct. 28 for Sury levee work, Mississippi River, left bank, St. Charles parish; Wooden revetment; length about 4000 ft.; information on application to board.

Levee Construction.—Board of Levee Commrs., Orleans Levee Dist., Leigh Carroll, Prest., and C. J. Donner, Secy., Suite 201, New Orleans Court Bldg., New Orleans, La.—Bids until Oct. 24 to construct Huguet new levee, lower 5th Dist., Mississippi River, right bank; specifications, etc., at office.

Lighting System.—City of Garner, N. C., Ed. Penny, Clerk.—"Best system for 12 street lights."

Lighting System.—Isidor Isaac, Opelousas, La.—To correspond with manufacturers of alcohol lighting system for automobiles.

Lock, Dam and Canal.—Navigation and Canal Commrs., Beaumont Navigation Dist., Jefferson county, Beaumont, Tex.—Bids at office of James F. Weed, Engr., Alamo Block, Beaumont, Nov. 20 to construct lock, dam and canal in Taylor's bayou near West Port Arthur; canal about 1000 ft. long, 10 ft. depth, 30 ft. bottom width, 90 ft. top width; one lock with lock chamber 250 ft. long, min. depth of water over sills 10 ft., gates 30 ft. wide, gate, walls and foundation of reinforced concrete; dam about 160 ft. wide, with sectional drop gates; specifications at office of Engr.: W. P. Daniels, Chrmn. Navigation and Canal Commrs.

Lumber.—T. A. Butner, Winston-Salem, N. C.—Prices on 60,000 ft. long-leaf pine for bridge construction.

Machine and Foundry Equipment.—Lawrence Mfg. Co., Lieut. A. L. Pendleton, temporary Secy. Treas., Key West, Fla.—Prices and terms on complete machine shop and foundry equipment, including lathes, drill presses, slotting machines, foundry equipment, dynamos, boiler and engine, etc.; electric power; for plant Punta Gorda, Fla.

Mail Chutes.—Lawton, Jordan & Co., Broadway and Poplar Sts., Macon, Ga.—Addresses of manufacturers of pneumatic mail chutes.

Mining Equipment.—See Cars.

Mining Machinery.—Francis Eschazier, Apartado No. 155, San Luis Potosi, S. I. P., Mex.—Machinery to separate gold

and silver particles from 150,000 tons tailings (old mine workings); tailings full of charcoal dust.

Naval Supplies.—Navy Dept., Bureau of Supplies and Accounts, T. J. Cowie, Paymaster-Gen., Washington, D. C.—Bids opened Oct. 28 to furnish 41,250 lbs. binders board, No. 2, Sch. 5931, and 100,000 ft. 2-in.-thick No. 2 white pine, Sch. 5936, delivery Navy-yard, Washington; miscellaneous corrugated copper gaskets; 3000 lbs. No. 1 pig lead; miscellaneous 6-in. and 4-in. fire hydrants; miscellaneous cast-iron bell and spigot pipe, etc.; valve flange and screw 6-in. water relief; horizontal check valve (350 lbs. minimum); 16-in. gate-pattern flanged valve; miscellaneous extra-weight double-gate valves; all Sch. 5939, delivery Navy-yard, Key West, Fla.; 5000 lbs. machine-spun oakum, Sch. 5932; 3 1000-lb. capacity worm-gearred chain blocks; miscellaneous Nos. 26 and 30 flat head brass wood screws, Sch. 5937; 60,000 ft. 16-ft. lengths box grade North Carolina pine and 90,000 ft. well-seasoned prime No. 2 yellow pine, Sch. 5935, delivery Navy-yard, Norfolk, Va.; 4500 lbs. 1½-in. mesh best quality expanded metal, Sch. 5933; miscellaneous medium steel plates (7.5 and 10 lbs.); 2500 lbs. Z bars, black, medium steel shapes, and 64,000 lbs. black, medium steel shapes, Sch. 5934, delivery Navy-yard, Charleston, S. C.; (20 tons) class "B" armor, 5 in. thick, conning tower top plates; 150 telescopes (bore sight and boxes); Sch. 5931, delivery f. o. b. works.

Nut-shelling Machinery, etc.—R. F. Ransom, Richmond, Tex.—Addresses of man-

Plaster.—White Furniture Co., Mebane, N. C.—Prices on building plaster for about 1400 yds. surface.

Pumps.—See Candy Equipment.

Rails.—See Cars.

Road Machinery.—Reinert Bros., 1208 N. 5th St., St. Joseph, Mo.—Prices on steam mixers, with side loader, capacity about 800 yds. daily; also rock crushers.

Road Construction.—Dist. No. 1, Smith county, Raleigh, Miss.—Bids until Nov. 3 to construct 17.3 mi. sand-clay road; about 1 mi. wooden bridging to be let with or separate from road contract; plans and specifications with Chancery Clerk; information supplied by him or by B. S. Snowden, Highway Engr., Raleigh.

Road Construction.—Highway Com., No. 6 township, Cleveland county, J. F. Roberts, Chrm., Shelby, N. C.—Bids until Nov. 4 for work in connection with improvement of road from Shelby via Cleveland Springs to Buffalo Creek; specifications, etc., on file at office of Com., and forms obtainable on application to Highway Comms. or W. P. Eddleman, Supt.

Road Construction.—Board of State Engrs., Frank M. Kerr, Ch. State Engr., 213 New Orleans Court Bldg., New Orleans, La.—Bids until Nov. 10 (former bids rejected) to construct main public highway from Tallulah north to East Carroll parish line, Madison parish, La., distance 9 mi.

Road Construction.—Precinct No. 1, Robertson county, Calvert, Tex.—Bids Nov.

Mayor, Lexington, Ky.—Bids until Oct. 24 at Hernando Bldg., to construct northern main sanitary sewer from present terminus to 7th and Jackson Sts.; plans, etc., with City Engr.

Sewer Construction.—City of Kingsville, Tex., B. W. Bianton, Mayor.—Bids Oct. 28 (postponed date) to construct sewers and sewage-disposal plant; contract A: require 37,800 lin. ft. 8-in., 58,29 lin. ft. 10-in., 149 lin. ft. 12-in., 2330 lin. ft. 15-in., 5450 lin. ft. 18-in. pipe; 110 manholes and 16 flush tanks; contract B: disposal plant to include settling tank, sterilizing plant and necessary apparatus and equipment; plans and specifications in office of Mayor and of Consulting Engr., Alexander Potter, 50 Church St., New York.

Sewer Construction.—Dist. Comms., 127 District Bldg., Washington, D. C.—Bids until Oct. 23 to construct storm-water outlet channel, Northeast Boundary sewer; plans, etc., obtainable from Ch. Clk., Engr. Dept.

Sewer Construction.—Passaic Valley Sewerage Comms., John S. Gilson, clerk, Essex Bldg., Clinton St., Newark N. J.—Bids Dec. 9 to construct section 3, outfall pressure tunnel, beneath portion of Jersey City, Bayonne and Newark Bay; 11,020 lin. ft. tunnel excavation; excavation for effluent controlling chamber and two shafts; 43,000 cu. yds. concrete masonry; 40,000 lbs. steel reinforcement; 8000 lin. ft. timber piles; specifications, etc., obtainable at Comms. office, from Wm. M. Brown, Ch. Engr.

Sewer Construction.—Office of City Auditor, Tulsa, Okla.—Bids until Oct. 27 to construct sanitary sewer outlet through Country Club grounds; plans and specifications on file office of City Engr., T. C. Hughes.

Sewer Construction.—Office of City Auditor, Tulsa, Okla.—Bids until Oct. 27 to construct sanitary sewer system, including laterals, outlets, connections, etc., Dist. No. 8; plans and specifications on file with City Engr., T. C. Hughes.

Sewer Construction.—Office of City Secy., Houston, Tex.—Bids until Oct. 27 to construct sanitary sewers on portions of Chartres, Louisiana and Travis Sts. and Leeland, Polk and Pease Aves.; bids also at same time and place to construct storm sewers on Hadley Ave., Caroline St. and Gray Ave., with laterals on Fannin, Caroline and La Branch Sts.; specifications and information obtainable from E. E. Sands, City Engr.

Sewer Construction.—Board of Drainage Comms., R. S. Cope, Chrm., Savannah, Ga.—Bids until Nov. 25 for construction of sanitary and storm-water sewers; about 70 mi. sewers and drains, from 7x13-ft. box sewers to 8-in. pipe sewers; also pumping station with equipment complete; two divisions of work; separate bids on each division, and pumping station; plans and specifications at offices of clerk of City Council and of Engr., H. S. Jaudon Engineering Co., Box 582, Savannah; specifications obtainable from Engr.

Sewer Construction.—Board of Comms., L. A. Pollock, Commr. of Streets, Huntington, W. Va.—Bids until Oct. 27 to construct sewer in Shelton Lane, from alley between 9th and 10th Aves., to 10-ft. alley south of 9th Ave., etc.; specifications, etc., on file office of City Engr.

Shoe Findings.—W. W. Stover, North Main St., Greenville, S. C.—Data on jolting shoe findings; view to establishment of business.

Vacuum Cleaners.—Warren Hunter, Box 2, Buena Vista, Fla.—Addresses of manufacturers of electric vacuum cleaners.

Water Mains, etc.—Board of Mayor and Selectmen, McComb City, Miss.—Bids until Nov. 4 to furnish and lay about 2500 ft. class C 4-in. water mains, 5 Corey hydrants and 4-in. brass gate valves and boxes; contractor to supply all material; for further information address Dr. E. R. Gordon, McComb City.

Water System.—J. L. Wishy, Albeville, S. C.—Quotations on supplies for pneumatic pressure water system.

Water-works, Sewers and Electric Light Construction.—City Clerk, Marietta, Okla.—Bids until Nov. 3 to construct 10,000 ft. 4-in. cast-iron water pipe, 10 hydrants, 6 valves; 11,000 ft. 6, 8 and 10-in. vitrified sewer pipe in place, 18 manholes, 12 flush tanks, 7 lampholes and brick power-house 40 x 32 ft.; purchase direct a 100,000-gal. tower and tank 125 ft. high, 225 H. P. 4-valve engine at 200 R. P. M.; 150 K. V. A. generator with exciter at 200 R. P. M.; standard switchboard panel; miscellaneous electrical instruments: 100 G. P. M. deep-well pump and 15 H. P. motor; 300 H. P. feed-water heater and boiler-feed pump; plans and spe-

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Manufacturers of (power) pecan crackers, sorter and sheller.

Oil Mill Machinery.—J. Walter Hosler, care Suffolk Cotton Gin & Grist Mill, Suffolk, Va.—Data and prices on cottonseed-oil machinery.

Paraffine.—H. E. Thompson, Ansonville, N. C.—Paraffine in wholesale quantities—probably carload lots.

Paving.—City of Mansfield, La., J. W. Parsons, Mayor.—Bids Nov. 4 to construct about 4 mi. sidewalk; plans on file office of Scott & Miller, City Engrs.

Paving.—City of Natchitoches, La., Geo. W. Kile, Mayor.—Bids until Nov. 3 to construct sidewalks and curbs on Sibley, Church, Touline, 3d, Percy and Pavle Sts.; also some additional concrete curbing; plans and specifications on file at offices of J. C. Henry, Engr., and of Mayor.

Paving.—Office of City Secy., Houston, Tex.—Bids until Oct. 27 to construct sidewalks and curbs around blocks of Dow, Longfellow and Crockett schools; specifications and information obtainable from E. E. Sands, City Engr.

Paving.—Office of Chas. E. Bolling, City Engr., Richmond, Va.—Bids until Oct. 22 for brick and granolithic sidewalk paving, granite spall paving in alley and vitrified brick at alley crossing; information, etc., on application.

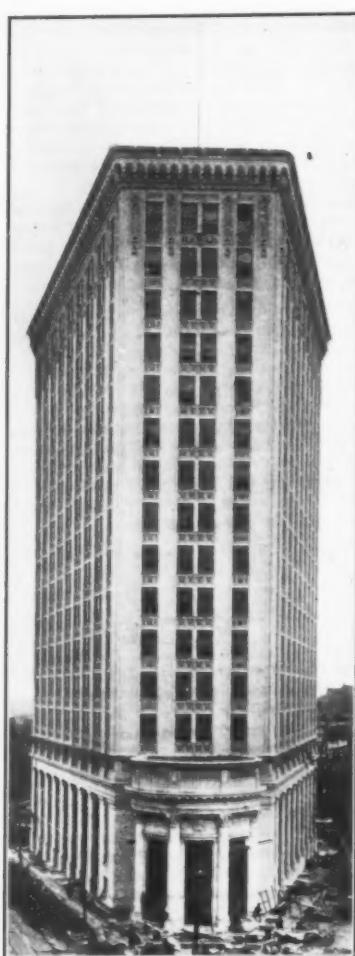
Paving.—Board of Comms., L. A. Pollock, Commr. of Streets, Huntington, W. Va.—Bids until Oct. 27 to pave Adams Ave. to west corporation line with vitrified brick; specifications, etc., on file office of City Engr.

Mining Equipment.—See Cars.

Mining Machinery.—Francis Eschazier, Apartado No. 155, San Luis Potosi, S. I. P., Mex.—Machinery to separate gold

cifications office of Engr., Benham Engineering Co., 425 American National Bank Bldg., Oklahoma City, Okla.

Woodworking Machinery.—Houma Cypress Co., Herman A. Cook, Mgr., Houma, La.—Prices on hog.



HURT OFFICE BUILDING, ATLANTA.

One of the most modern office buildings in the South will be that at Atlanta of the Atlanta Realty Corporation, Joel Hurt, president. The first column for this structure was erected on March 7, and the first tenant moved into the building on September 1. The structure illustrated herewith is triangular in form, 17 stories high. It rests on 711 piles driven to hard clay 25 feet below the cellar floor. In its construction there are 2400 tons of steel and 5000 tons of hollow-tile fireproofing. Corridor openings are protected with Pyrono fireproof woodwork and wire-glass, and the corridors are lined with Creme Alabama white marble. Stairways are enclosed in fireproof partitions, and special attention has been paid to fireproofing the steel work, all steel columns being protected with concrete in addition to hollow-tile blocks. All corridor floors are marble and all office floors are white marble terrazzo, the last mentioned being a special feature of this building. The main-entrance rotunda provides easy access to the large banking-rooms on the first floor and to the entrance concourse on the ground floor. The rotunda is being decorated with cast-plaster ornamentation designed in pure Italian renaissance, and the marble used is Breche Violette from Italy. There are upward of 150,000 feet of rental space, including about 400 offices. The building will have five-ply tar and gravel roof, and be equipped with automatic thermostatic regulation heating system to cost more than \$14,000. The building complete will cost about \$700,000. Plans and specifications were prepared by J. E. R. Carpenter of New York and the general contract awarded to the Realty Construction Co. of Birmingham.

Among the contractors supplying material and labor are the following: Excavation, Morrow Transfer Co.; heating, Atlanta Steam Heating Co.; trim, Woodward Lumber Co.; hardware, Beck & Gregg Hardware Co.; kalsomine work, Dowman-Dozier Manufacturing Co., all of Atlanta; tile fireproofing, Payne Fireproofing Co.; setting marble, F. G. Parker; electrical work, Wilcox Electric Co.; plastering, R. A. McLeod, all of Birmingham; terra-cotta, Atlantic Terra-Cotta Co.; steel, American Bridge Co.; pile foundation, McArthur Concrete Pile & Foundation Co., all of New York; glass and glazing, Binswanger & Co.; plumbing, Chickasaw Plumbing Co., both of Memphis; heating system, Johnson Service Co.; rotunda marble, Charles McDonald Marble Co., both of Cincinnati; erection of steel, John L. Mullen, Pittsburgh; Pyrono doors and trim, Alfred Struck Company, Louisville; painting, W. P. Nelson & Co., Chicago; roofing, Interstate Roofing Co., Anniston; terrazzo floors, International Tile Co., Houston; interior marble, Alabama Marble Co., Gants Quarry, Ala.; mail chute, Cutler Mail Chute Co., Rochester, N. Y.; Georgia marble, Blue Ridge Marble Co., Nelson, Ga.; semi-glazed brick, Andrew Ramsey Company, Mt. Savage, Md.; elevators, Otis Elevator Co., New York.

Union Terminal Co.

Referring to its \$1,000,000 reinforced concrete and steel warehouse, recently described and illustrated, the Union Terminal Co. of Jacksonville writes to the MANUFACTURERS RECORD as follows:

"The plans for the building were drawn by C. B. Gay, our president, and S. O. Moxon, supervisor of construction, and checked by the Central Trust Co. of Chicago, the latter having financed this proposition. The construction was engineered by the Turner Construction Co. of New York."

FINANCIAL NEWS

The MANUFACTURERS RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office MANUFACTURERS RECORD,

Baltimore, Md., October 22.

The Baltimore stock market has been dull during the past week. The record of sales showed that United Railways common sold from 25½ to 25½; do, income bonds, 63½ to 63%; do, funding 5s, 8½ to 86½ for the larger denominations and 87½ to 87½ for the smaller; United Railways 4s, 82½ to 83; Consolidated Gas, Electric Light & Power common, 107 to 108½; do, preferred, 109 to 110; do, 4½, 87; Consolidated Gas 4½, 93½; Seaboard Air Line 4s, 83; Mt. Vernon-Woodberry Cotton Duck 5s, 66½; G.-B.-S. Brewing incomes, 7 to 4s, 41½.

Merchants-Mechanics' Bank stock sold from 33½ to 33%; Citizens' Bank, 43½; Union Trust, 61; Mercantile Trust, 170; United States Fidelity, 182½; Fidelity & Deposit, 146 to 148½; Maryland Casualty, 90%; Colonial Trust, 28.

Other securities were traded in thus: Atlantic Coast Line of Connecticut 5s, certificates, 102½; Atlantic Coast Line convertible debenture 4s, 91½ to 91; Atlantic Coast Line of Connecticut 4s, 5-20s, 91½ to 92; Baltimore City 4s, 195s, 95 to 95½; do, do, 1961, 95½ to 95; do, do, 1962, 95; do, 3½s, 1930, 89%; do, do, 1980, 80; do, 4s, 1951, 95½ to 94½; Houston Oil preferred trust certificates, 56½ to 56½; Norfolk & Atlantic Terminal 5s, 93; Pennsylvania Water & Power 5s, 90; Baltimore Electric 5s, stamped, 98 to 97½; Consolidation Coal convertible 6s, 99½ to 99%; Baltimore Electric preferred, 42 to 41½; Maryland Electric 5s, 96½ to 97; Georgia Southern & Florida 5s, 103; Seaboard & Roanoke 5s, 102; Pennsylvania Water & Power common, 65 to 65½; At-

lanta Consolidated Street Railway 5s, 102; Maryland Club 4½s, 91; Norfolk Railway & Light 5s, 97½; Virginia Midland 5th, 102½; Washington-Vandemere 4½s, 91½; Anacostia & Potomac 5s, 98; do, do, guaranteed, 100; Chicago Railways 5s, 97½ to 97½; Fairmont & Clarksburg Traction 5s, 99½; Georgia & Alabama Consolidated 5s, 103½; Consolidation Coal stock, 97; Northern Central 5s A, 106½; Norfolk Street Railway 5s, 102½; Arundel Sand & Gravel 6s, 98 to 98½; Milwaukee Refunding 4½s, 91½; Chattanooga City 5s, 1921, 101; Baltimore City 5s, 1916, 101½; Maryland & Pennsylvania incomes, 56½; New Orleans, Mobile & Chicago 5s, 48.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended October 22, 1913.

Railroad Stocks.	Par.	Bid.	Asked.
Atlantic Coast Line.....	100	11	11½
At. Coast of Conn.....	100	22½	24
Norfolk Railway & Light.....	25	24½	25
Seaboard Air Line Com.....	100	16½	...
Seaboard Air Line Pfd.....	100	47½	48½
United Railways & Elec. Co.....	50	25½	25½
Virginia Ry. & P. Com.....	100	52	53

Bank Stocks.	Par.	Bid.	Asked.
Bank of Baltimore.....	100	...	182
Bank of Commerce.....	15	31	31½
Citizens'.....	10	43	43½
Drovers & Mechanics'.....	100	29½	...
Exchange.....	100	...	165
First National.....	100	146	148
German.....	100	110	...
Maryland.....	20	...	22½
Merchants-Mechanics'.....	10	...	33½
Old Town.....	10	12½	14
Union.....	100	135	...
Western.....	29	...	49

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
Baltimore Trust.....	100	...	161
Colonial Trust.....	50	28	30
Fidelity & Deposit.....	50	148	150
Mere Trust & Dep.....	50	160½	170
Union Trust.....	100	60½	...
U. S. Fidelity & Guaranty.....	100	180	182½

Miscellaneous Stocks.	Par.	Bid.	Asked.
Alabama Company.....	100	7	8
Baltimore Electric Pfd.....	50	41	41½
Canton Company, Balto.....	100	...	150
Con. Gas, Elec. Lt. & P. Com.....	100	106½	109
Con. Gas, Elec. Lt. & P. Pfd.....	100	108	110½
Consolidation Coal.....	100	96½	97½
G.-B.-S. Brewing Co.....	100	11½	3

Railroad Bonds.	Par.	Bid.	Asked.
Atlantic Coast 1st 48.....	90½	91½	...
At. Coast Conv. Debent 48.....	91	91½	...
At. Coast Conn. 4s, 5-20s.....	91	92	...
Brunswick Western 48.....	...	90½	...
Carolina Central 4s.....	84	88	...
Coal & Coke Railway 5s.....	93	94	...
Coal & Iron Railway 5s.....	93	...	...
Florida Cen. & Pen. 5s.....	100	102	...
Georgia & Alabama 5s.....	103	...	...
Georgia & Alabama Ter. 5s.....	98	102½	...
Georgia, Car. & North. 1st 5s.....	102	103½	...
Georgia Pacific 1st 6s.....	107½	...	...
Georgia Southern & Fla. 1st 5s.....	102½	102½	...
Macon, Dublin & Sav. 5s.....	93½	97	...
Maryland & Penna. Inc. 4s.....	56	58	...
Maryland & Penna. 4s.....	82	...	...
New Orleans Gt. Nor. 5s.....	60½	65	...
New Orleans, M. & C. 5s.....	48	...	...
Potowmack Class A 5s.....	104½	107	...
Raleigh & Gaston 5s.....	104	...	...
Richmond & Danville 6s.....	100½	...	...
Sav., Fla. & West. 5s.....	104	...	...
Seaboard 4s, Stamped.....	82	83	...
Seaboard & Roanoke 5s.....	102	102½	...
Seaboard & Roanoke 6s.....	104½	...	...
South Bound 5s.....	103½	...	...
Virginia Midland 5th 5s.....	102½	104½	...
Wash., Balto. & Annap. 5s.....	85	...	...
Wilmington & Weldon 5s.....	104½	...	...

Street Railway Bonds.	Par.	Bid.	Asked.
Anacostia & Potomac 5s.....	97½	98½	...
Atlanta Con. Street Railway 5s.....	102	102½	...
Augusta Railway & Electric 5s.....	...	100	...
Balto., Sp. Pt. & C. 4½s.....	...	95	...
Carolina Power & Light 5s.....	91	...	...
Charleston City Railway 5s.....	101½	103	...
City & Suburban 5s (Balto.).....	102½	103	...
City & Suburban 5s (Wash.).....	96½	100½	...
Fairmont & Clarksburg Trce. 5s.....	93	99½	...
Lexington Railway 1st 5s.....	...	93½	...
Maryland Electric Railways 5s.....	96½	97	...
Memphis Street Railway 5s.....	95	95½	...
Norfolk & Portsmouth Trce. 5s.....	87½	88	...
Norfolk Street Railway & Light 5s.....	97½	98	...
Norfolk & Atlantic Ter. 5s.....	102	103½	...
United Railways 1st 5s.....	92½	93	...
United Railways Income 4s.....	63	63½	...
United Railways Funding 5s.....	85½	86	...
United Railways Notes.....	101½	...	...
Virginia Railway & Power 5s.....	92½	93	...

Miscellaneous Bonds.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron 6s.....	100	102	...
Ala. Con. Coal & Iron 5s.....	74	75	...
Baltimore Elec. 5s, Stp. 5s.....	97½	98	...
Consolidated Ry. Gas 5s.....	93	93	...
Consolidated Ry. Gas 5s.....	104½	...	...
Consolidated Gas 4½s.....	93½	93½	...
Con. Gas, Elec. Lt. & P. 4½s.....	87	87½	...
Consolidation Coal Refd. 5s.....	85½	86	...
Consolidation Coal Conv. 6s.....	99½	99½	...
Elkhorn 5s.....	93½	93½	...
G.-B.-S. Brewing 1st 4s.....	41	42	...
G.-B.-S. Brewing Inc. 5s.....	7	8	...
Jamison Coal & Coke 5s.....	90½	91	...
Mt. Vernon-Woodbury Cot. Duck 5s.....	66½	66½	...
Penna. Water & Power 5s.....	83	90	...
St. Joseph Ry., L. H. & P. 5s.....	98½	...	...
United Elec. Lt. & P. 4½s.....	89½	91	...

SOUTHERN STEEL PLAN.

Reorganization Committee Submits Plan for New Company and Financing.

The committee representing security holders of the Southern Iron & Steel Co.

has submitted a reorganization plan which proposes to raise \$1,981,887. It is said to have been underwritten to the amount of \$1,000,000, insuring its fulfillment.

The plan provides for a new company, probably to be named Gulf States Steel Co., with three classes of shares as follows: \$3,000,000 of first preferred 7 per cent. stock, cumulative from November 1, 1913, being preferred as to both dividends and assets, also being redeemable at 110 and accrued dividends; \$5,000,000 of second preferred 6 per cent. stock, non-cumulative, but preferred both as to dividends and assets over the common stock, and \$7,500,000 of common stock. All classes of this new stock, excepting directors' qualifying shares, are to be put in a voting trust for not more than five years, the trustees to be Alex. J. Hemphill, Alfred A. Cook and Francis D. Pollak.

An exchange of present certificates and stock for the stock of the new company is to be made upon the following basis: Each \$1000 of certificates representing secured notes, accompanied by the payment of \$325 cash, will get \$325 par value of first preferred, \$1000 par value of second preferred and \$162.50 of common stock. Certificates representing debentures and claims will, for each \$1000 and \$65 cash, receive \$65 in first preferred, \$200 in second preferred and \$65 in common stock. Certificates representing preferred stock of the old company will, for each \$100 par of their holdings and \$5 cash, receive \$5 par value of new first preferred stock and \$45 of new common stock. Holders of old common stock will, for each \$100 par of their holdings and \$3 cash, receive \$3 par value of new first preferred and \$20 of new common stock.

It is further said that the properties subject to the reorganization plan have been profitably operated since their acquisition.

The reorganization committee consists of John W. Platten, Alexander J. Hemphill, Edwin G. Merrill, Benjamin Strong, Jr., Harry Bronner, Neville G. Higham, S. H. Voorhees and Alfred A. Cook.

FINANCIAL CORPORATIONS.

Ala., Eclectic.—Citizens' Bank of Eclectic has begun business; B. L. Gaddis, Jr., Pres.; Lee Hornsby, Cash. (Previously mentioned.)

Ala., Northport.—A new bank, capitalized at \$25,000, is to be organized by S. A. Verby and A. Y. Hayes.

Ala., Sylacauga.—Marble City Savings Bank is organized; capital \$50,000; E. S. Smith, Pres.; E. J. Smith, V.P.; E. R. Partridge, Cash.

Fla., Gainesville.—Phifer Bank is changed to Phifer State Bank; capital \$50,000; W. B. Phifer, Pres.; J. A. Phifer and H. M. Chitty, V.Ps.; H. L. Phifer, Cash.; J. L. Emerson, Asst. Cash. Business is to begin about Nov. 15.

Fla., St. Petersburg.—Florida Bank & Trust Co., paid-in capital \$100,000, has begun business; A. C. Odom, Jr., Pres.; Arthur Norwood, V.P.

Ga., Cleveland.—Farmers and Merchants' Bank chartered; capital \$250,000; Incorporators: J. M. Glover, A. H. Henderson, Jr., W. T. Potts, I. W. Ash, W. O. Logan, B. P. Smith, H. A. Jarrard, H. F. Johnson and R. W. Allison, all of White county.

Md., Port Deposit.—National Cecil Bank of Port Deposit organized; capital \$50,000; directors, S. T. Rowland, Pres.; W. W. Hopkins, V.P.; J. T. Hopkins, Jr., Cash.; J. B. Ramsay,

Merchants-Mechanics National Bank

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JNO. B. RAMSAY V.-P and Chm. Bd. of Dir.
WM. INCLE Vice-President.
JOHN B. H. DUNN Cashier
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Surplus and Profits \$2,173,000

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P. M. CHANDLER, President
W. H. SHARP, Vice-President
G. W. ROBERTSON, Vice-President
J. K. TRIMBLE, Sec'y & Treas.

DIRECTORS:

CALDWELL HARDY, Norfolk, Va.
ALEXANDER J. HEMPHILL, New York
HOWARD A. LOEB, Philadelphia
S. Z. MITCHELL, New York
FERGUS REID, Norfolk, Va.
GEO. W. ROBERTSON, Shamokin, Pa.

F. W. ROEBLING, Jr., Trenton, N. J.
W. H. SHARP, Philadelphia
EDW. D. TOLAND, Philadelphia
J. C. WHITE, New York
P. M. CHANDLER, Philadelphia
F. T. CHANDLER, Philadelphia

Palmetto National Bank

COLUMBIA, S. C.

Capital \$250,000.00 Deposits \$2,700,000.00

Surplus and Profits \$150,000.00



WILIE JONES, President
JOHN JACOB SEIBELS, Vice-President
THOMAS TAYLOR, 2nd Vice-President

J. P. MATTHEWS, Cashier
WM. M. GIBBES, Jr., Asst. Cashier
WESTON & AYCOCK, Solicitors

Direct daily connection with every banking point
in South Carolina.

**28 YEARS' ACTIVE SERVICE
STATE, CITY AND CORPORATION FINANCING
Entire Issues Bought and Sold****Mercantile Trust & Deposit Company
OF BALTIMORE**

Capital \$1,500,000
Surplus \$3,000,000

Thoroughly organized to exercise all Banking and Trust Company functions.
Correspondent for Banks and Trust Companies.

A. H. S. POST, President

of Port Deposit and Cecil National Bank. Business is to begin Nov. 1.

Miss., Batesville.—Farmers' Savings Bank has made application to convert into the First National Bank; capital \$25,000.

Mo., Laclede.—Laclede Trust Co. chartered; capital \$100,000; William G. Mueller, Leo J. Bayer, A. H. Donnewald, F. W. Linn, Frederick Heger, Thomas F. Donovan, James A. Dacey, Albert Theis, Hy. W. Kroeger, George F. Stevens, Leonard H. Ballman, John C. Rodenberg and William F. Kampmelnert.

Mo., Oxford.—New bank is organized with following directors: J. M. Showalter, Prest.; T. F. Grier and F. E. Brown, V.-Ps.; A. E. Pitt, H. M. Long, Joseph D. Crow, D. A. Caldwell, Thomas Gillingham, Lewin R. Dickey, Oxford; R. Frank Cochran, Cochraneville; J. Haynes Turner, Lincoln University; Harry Lungreen, Lewisville; John A. Kimble, Nottingham, and J. J. Algard, East Worthington. C. Russell Arnold will be Cash. Application for charter will be made on Dec. 18.

N. C., Bunn.—Bunn Banking Co. chartered; capital \$50,000; Incorporators, J. H. Weathers, D. T. Hollingsworth and J. M. White. Business is to begin immediately.

N. C., Durham.—Steps are being taken to establish a new bank on the Morris plan banking system. T. J. Anderson is interested.

N. C., Gastonia.—Chartered: Price Real Estate & Insurance Co.; authorized capital \$50,000; subscribed \$10,000; organizers, J. L. Price and others.

N. C., Stony Point.—Building and Loan Association is reported organized with A. W. White, Secy. and Tres.

Okla., Enid.—Farmers' Mutual Fire Insurance Association of Garfield county chartered; H. Emerson, Prest.; John P. Stuard, Secy. Business is to begin Jan. 1.

Okla., Francis.—Francis National Bank chartered; capital \$25,000; S. M. Richey, Prest.; O. G. Rose, Cash.

Okla., Sand Springs.—Sand Springs State Bank, capital \$10,000, incorporated by Claude F. Tingley, Charles Page, Tulsa; Ed. A. Page, Sand Springs.

Okla., Sallisaw.—Citizens' National Bank has made application to organize; capital \$30,000; organizers, M. T. McDowell, A. B. Dunlap, F. T. Miller, W. N. Bonham, R. W. Armstrong and A. J. Martin.

Okla., Wainwright.—Farmers' First State Bank of Wainwright is organized to succeed the First State Bank; capital \$10,000; T. R. Bridgeman, Muskogee, Prest.; A. L. Hastings, Wagoner, V.-P.; D. W. Drew, Muskogee, Cash.

Okla., Watonga.—American National Bank has made application to organize; capital \$25,000; C. H. Nash, A. B. Dunlap, R. L. Temple, J. L. Trout, C. Lewis Temple and Geo. Jameson.

S. C., Bennettsville.—Chartered: Matheson's Bank of Bennettsville; capital \$10,000; J. J. Matheson, Prest.; A. L. Hamer, V.-P.; A. J. Matheson, Jr., Cash.

S. C., Greenwood.—People's Trust Co. commissioned; capital \$50,000; petitioners, B. F. McElhaney, E. Z. Seymour and C. E. Klugh.

S. C., Pageland.—Pageland Building & Loan Co., capital \$50,000; L. L. Parker, Prest.; C. L. Goodson, V.-P., and H. N. Askins, Secy. and Tres.

S. C., Sumter.—Commercial and Savings Bank chartered; capital \$25,000; directors, A. L. Lesene, Prest.; J. K. Crosswell, V.-P.; S. M. Pierson, chmn. of board; R. Dozier Lee, attorney, and R. A. Bradham, H. N. Forrester, P. M. Parrott, J. Z. Hearon, J. H. Myers, T. B. Jenkins, P. M. Brown, C. J. Lemmon and H. P. Moses of Sumter, and J. C. Brogdon of Brogdon, S. C. Business is expected to begin in about two weeks.

Tenn., Chattanooga.—Union Trust & Produce Co. has made application for charter; capital \$10,000; Incorporators, K. F. Smith, E. E. Smith, M. A. Cooper, T. J. Walters and W. H. Payne.

Tex., Abil.—Farmers and Merchants' State Bank chartered; capital \$20,000; J. B. Goldsmith, Prest.; G. W. Lipscomb, V.-P.; B. F. Cathey, V.-P.; R. W. Law, Cash.

Tex., Brookshire.—Brookshire State Bank, capital \$10,000, is authorized to begin business.

Tex., Chriesman.—First State Bank organized; capital \$10,000; James Phillip, Prest.; W. G. Boyd, Cash.

Tex., Columbia.—Columbia State Bank is authorized to do business; capital \$10,000.

Tex., Galveston.—American Bank & Trust Co. has begun business; capital \$50,000; W. L. Moody, 3d V.-P.; C. W. Clawson, Cash.; Directors, C. E. Witherspoon, J. W. Keenan, C. N. Markle, L. H. Collier and W. L. Moody, Jr.

Tex., Linden.—First National Bank has applied for charter; capital \$35,000. Principal stockholders: Eugene Thompson, C. E. Davis, W. B. Duncan, S. E. George, W. H. Harris and S. H. Vance.

Tex., Luling.—Luling National Bank chartered; capital \$25,000; organizers, S. J. Francis, Carl Waller, George N. Lamkin, L. F. Karnstadt and T. T. Brown. Business is expected to begin at an early date.

Tex., Quitman.—Farmers and Merchants' State Bank is authorized to do business; capital \$20,000.

Tex., Winfield.—First National Bank of Winfield has made application to organize; capital \$40,000; Julius W. Barrett, George W. Tallafro, Cecil E. Harvey, Abner Chapman and T. L. Denman.

W. Va., Albright.—New bank is to be established with W. F. Walls, Prest.; Clinton Albright and E. E. Watson, V.-Ps., Albright, and Herbert White, Cash, Terra Alta.

NEW SECURITIES.

Ala., Clanton.—Oct. 27 city will vote on \$20,000 sewer and \$15,000 water 5 per cent. 20-year bonds. Address The Mayor.

Ala., Clanton.—Chilton county is reported considering the issuing of road-improvement bonds. Address County Comr.

Ala., Gadsden.—Election is soon to be held to vote on \$25,000 sewer bonds. J. H. Holcombe, Mayor.

Ala., Mobile.—City Bank & Trust Co., Mobile, has purchased at par, accrued interest and \$13 the \$150,000 5 per cent. 30-year school bonds; denomination \$1000; dated Dec. 1, 1913. Pat J. Lyons, Mayor.

Ark., Dermott.—W. A. Prather, contractor, Memphis, was awarded the \$17,000 6 per cent. 1-10 year bonds of sidewalk Dist. No. 1, Chicot county. Address Board of Improvement Dist., H. C. Stinson, Chmn.

Fla., Bartow.—Polk County Special Tax School Dist. No. 1 will, it is reported, reoffer during November \$50,000 5 per cent. 20-year school bonds. Address County Comr.

Fla., Bradenton.—Question of issuing \$86,663.50 of street improvement bonds is under consideration. Address The Mayor.

Fla., Fort Myers.—Bids received Oct. 17 for \$5,000 special tax school district No. 1 and \$10,000 special tax school district No. 5 5 per cent. 20-year bonds rejected. New bids are invited until 11 A. M. Nov. 17. Address Board of Public Instruction, Lee County.

Fla., Hastings.—All bids received Oct. 14

PROPOSALS.

Sidewalks

Bids will be received on November 4, 1913, for the building of about 4 miles of sidewalks. Certified check of \$100 required to accompany each bid as an evidence of good faith. Plans on file in office of City Engineers, Scott & Miller.

J. W. PARSONS, Mayor, Mansfield, La.

Sidewalks and Curbing

Sealed bids will be received by the Mayor of the City of Natchitoches, La., at his office, up to 5 P. M. Monday, Nov. 3, 1913, for the constructing of sidewalks and curbs on the following streets in Natchitoches, La.: Sibley street, from 2d to 3d; south side of Sibley street, from 3d to 5th streets; south side of Church street, from part built to 2d street; south side of Touline, from Front to 2d; north side of Touline, from 2d to 4th; west side of 3d, from St. Denis to Pavie; west side of Percy street, from Cypress to Pine; north side of Pavie, from 4th to 8th. Curbing only: South side of Church, from 3d to 5th streets; on north side of Sydney; Bossier street, from 2d to Pierson, on north side; all to be built of concrete.

Plans and specifications are on file in the office of J. C. Henry, Engineer, and office of Mayor.

Bidder to deposit certified check for \$250 with his bids as proof of good faith.

The contract will be awarded to lowest responsible bidder, and contractor to furnish satisfactory bond and guarantee for three-year maintenance.

(Signed) GEO. W. KILE,
Mayor of Natchitoches, La.

for \$10,000 5 per cent. sewer and fire-protection bonds rejected; G. W. Waller, Prest. City Council.

Fla., Mt. Dora.—Voted: \$12,000 street improvement bonds. Address The Mayor.

Fla., Orlando.—Orange county will vote Nov. 11 on \$90,000 20-year bonds; interest not to exceed 5 1/2 per cent.; \$500,000 for brick on principal roads and \$100,000 for clay or other hard surfacing material for less used roads. B. M. Robinson, Clerk, Circuit Court.

Fla., Pensacola.—Escambia county will probably vote on \$25,000 of bonds for municipal market at Pensacola; Leland J. Henderson, Secy, Escambia County Crop Improvement Assn.

Fla., Pensacola.—Bonds will be offered for sale within the next 60 or 90 days to the amount of \$400,000, \$300,000 being for con-

struction of public dock and \$100,000 for belt-line railway. C. W. Eggart, City Clerk.

Fla., Sarasota.—Bids will be received until Nov. 18 by J. Louis Houle, City Clerk, for \$15,000 6 per cent. 20-year bonds; denomination \$500; dated July 1, 1913; maturity July 1, 1933. Further particulars will be found in the advertising columns.

Fla., St. Petersburg.—Bids will be received until 9 A. M. Dec. 4 by City Comr., for \$227,000 6 per cent. 30-year internal improvement bonds. W. F. Divine, City Clerk.

Fla., Tampa.—The \$500,000 of Hillsborough county bonds, for which bids are received until noon Nov. 6, are 30-year 5 per cents; W. P. Culbreath, County Clerk.

Fla., Tampa.—Negotiations are pending for the sale to the Mercantile Trust & Deposit Co. of Baltimore of \$1,100,000 of 5 per cent. 20-30-year Tampa Improvement bonds

Capital for Southern Industries

Peabody, Houghteling & Co.

(Established 1865)

10 So. La Salle Street

CHICAGO, ILLINOIS



Assets Realization Company

CAPITAL AND SURPLUS \$11,000,000

Assists in reorganization of essentially sound but over-extended enterprises.

Correspondence Invited
NEW YORK PHILADELPHIA
25 Broad St. Lafayette Bldg.
CHICAGO First National Bank Bldg.

WE BUY
CITY COUNTY SCHOOL
AND DRAINAGE
BONDS
From Municipalities
and Contractors
T The Tillotson & Wolcott Co.
W CLEVELAND, OHIO

WE BUY MUNICIPAL BONDS

From Municipalities and Contractors. Write us if you have entire bond issues for sale.

SEASONGOOD & MAYER
CINCINNATI, OHIO

The Tome School

WITH its endowment of over two and a half million dollars, it can limit its enrollment to boys of high character. It has a faculty of unusual strength and size. It has created an unique type of school life. It can give much individual attention through its special tutors. Its graduates take high honors in the leading colleges and technical schools. Each boy has his own room.

It has the most beautiful school buildings and grounds in America.

It has one hundred and seventy-five acres, on which are a nine-hole golf course, five athletic fields, swimming pool, quarter-mile cinder track, tennis courts and batting cage.

Its tuition of \$500 would have to be 5 per cent. greater were it not for its endowment.

The LOWER SCHOOL FOR LITTLE BOYS offers all the advantages of the Upper Forms with the special benefit of separate dormitory and a separate organization.

Illustrated Book on Request.
THOMAS STOCKHAM BAKER, Ph.D.,
Director,
Port Deposit, Maryland.

Warsaw Elevator Company

T. FRANK WILHELM, Manager

Special Attention Given to Repairs

Office and Warehouse
Mercer, Grant and Water Sts. Baltimore, Md.

RUBBER STAMPS, SEAL PRESSES, STOCK CERTIFICATES

Blank Books, All Kinds of Bank and Office Stationery and Office Supplies

PRINTERS ESTABLISHED 1872
LITHOGRAPHERS
ENGRAVERS
EMBOSSESS

THE BIG ALABAMA HOUSE
ROBERTS & SON
ROBT. W. EWING, Prest.

at par and interest. The proceeds are for docks, sewers, street paving, city hall park, etc., the total issue being \$1,700,000, of which \$600,000 were heretofore disposed of. D. B. McKay is Chrmn. Board of Commsrs.

Fla., Tavares.—Nov. 18 Lake county will vote on \$500,000 6 per cent. 15-30-year road bonds; A. L. Russel, Chrmn. Board County Commsrs.; H. H. Duncan, clerk.

Fla., Wauchula.—Election is to be called in near future to vote on \$50,000 bonds. It is expected to have the bonds on the market by January 25. W. H. Kayton, Mayor.

Ga., Cochran.—\$45,000 courthouse, \$12,000 jail and \$3000 road 5 per cent. 20-year Bleckley county bonds are reported sold; J. T. Deese, Clerk Superior Court.

Ga., Columbus.—Voted Oct. 18: \$450,000 5 per cent. 1-30-year water-works bonds. M. M. Moore, Clerk of Council.

Ga., Kirkwood.—Voted: \$35,000 street and sewer improvement bonds. Address Town Commsrs.

Ga., Lavonia.—Voted last August: \$27,000 water-works and \$13,000 sewer bonds. Address The Mayor.

Ga., Marshallville.—Voted Oct. 14: \$15,000 water-works and \$5000 electric-light bonds. Bonds are to be validated and bids received; J. O. Booton, Mayor.

Ga., Spring Place.—Murray county will vote Oct. 25 on \$60,000 courthouse and jail bonds. Address County Commsrs.

Ga., Tallapoosa.—Voted: Electric light plant bonds. Address The Mayor.

Ga., Vienna.—Election to vote on \$30,000 6 per cent. school bonds will be held Oct. 24; denomination \$1000; dated Jan. 1, 1914; maturity Jan. 1, 1927 to 1941. Address The Mayor.

Ky., Covington.—Kenton county will vote Nov. 4 on \$100,000 road bonds. Address County Commsrs.

Ky., Flemingsburg.—Nov. 3 city will vote on water-works bonds; O. R. Bright, Mayor.

Ky., Hickman.—Election to vote on \$15,000 levee bonds is called for Nov. 4. Address The Mayor.

Ky., Louisville.—Election to vote on \$1,000,000 school bonds will be held Nov. 4. Address The Mayor.

Ky., Newport.—Election is to be held to vote on \$100,000 street-construction bonds. Address The Mayor.

La., Hahnville.—Nov. 11 Road Dist. No. 1, St. Charles parish, will vote on \$95,000 5 per cent. 40-year road-construction bonds. Address Police Jury.

La., Jennings.—School bonds are reported sold. W. P. Arnett, Supt. of Education.

La., Lake Charles.—Voted: Good-roads bonds. Address Calcasieu Parish Police Jury.

Md., Betterton.—City has for sale \$6000 5 per cent. road and sewerage bonds. Address Town Commsrs.

Miss., Laurel.—Supervisors Dist. No. 2, Jones county, are receiving bids for \$50,000 5 per cent. road bonds; denomination \$500; to be paid off after 10 years at rate of 6 per year until 30 are paid, and thereafter at the rate of 7 per year. Address W. H. Bufkin, clerk. *Further particulars will be found in advertising columns.*

Miss., Magnolia.—Magnolia Bank has purchased \$50,000 of the \$200,000 Pike county road bonds offered Sept. 1; Chas. E. Brumfield, Clerk.

Miss., Waynesboro.—Bids received until noon Nov. 3 by Board of Supervisors, Wayne county, W. C. Dyess, Treas., for \$100,000 5 per cent. 10-20-year road bonds; denomination \$1000; dated Sept. 1, 1913. W. A. Bodie, chancery clerk. *Further particulars will be found in advertising columns.*

Mo., Cartersville.—Defeated: \$11,000 (not \$12,000 as previously reported) city hall building bonds. Address The Mayor. (See Manufacturers Record, Oct. 2.)

Mo., Hopkins.—Bids will be received by C. E. Donlin, Mayor, until 7 P. M. Oct. 20 for \$12,000 water-works bonds; denomination \$1000.

Mo., Neosho.—Defeated: \$65,000 water-improvement bonds. Address The Mayor.

Mo., St. Louis.—\$20,000 5 per cent. 3-11-year Hancock Consolidated School Dist. (St. Louis county) bonds have been sold at par to local purchasers as follows: B. F. Tate, Joe Vogler, Joe Sperrer and G. V. Brennecke. Address James K. Dempsey, 838 Wachtel Ave.

N. C., Burnsville.—Sidney Spitzer & Co., Toledo, O., purchased at par \$125,000 6 per cent. Yancey county road-improvement bonds; denomination \$500 or \$1000. Address J. D. Hughes.

N. C., Charlotte.—No definite arrange-

ments have been made as yet as to bonds to be offered by city; Chas. A. Bland, Mayor.

N. C., Danbury.—Bids will be opened Nov. 3 for \$105,000 6 per cent. 30-year township road bonds voted April 1, 1913; denomination \$500; dated Oct. 6, 1913; maturity 1943; in charge, J. Spot Taylor, Danbury; W. R. Petree, Germanton, N. C.; H. L. Gibson, Pine Hall, N. C.

N. C., Elkin.—General Assembly has authorized issuing of bonds not exceeding \$15,000. Address J. F. Hendren.

N. C., Elm City.—Tolnott Banking Co., Elm City, has been awarded at par \$10,000 6 per cent. 20-year Tolnott township water and sewer bonds; Clarence Winsted, Clerk.

N. C., Grimesland.—Nov. 4 Grimesland district No. 8, Chicod township, Pitt county, will vote on \$6000 6 per cent. 30-year school building bonds; denomination \$100; dated Jan. 1, 1914. Address Board of Trustees.

N. C., Holly Springs.—Holly Springs High School Dist. may vote on \$10,000 of building bonds. Address Commsrs. Wake County, Raleigh, N. C.

N. C., Lincolnton.—Security Trust Co., Spartanburg, S. C., purchased at par \$200,000 Lincoln county road-improvement bonds. Address County Commsrs.

N. C., Mocksville.—Chicago firm is reported to have purchased \$50,000 5 per cent. Davie county road-improvement bonds. Address County Commsrs.

N. C., Newbern.—Bids received until noon Oct. 22 for \$20,000 6 per cent. 3-year bonds; denomination not less than \$10 or more than \$1000; F. T. Patterson, City Clerk.

N. C., Raleigh.—General Assembly has granted permission to Raleigh township to issue \$50,000 school bonds. Address Town Commsrs.

N. C., Raleigh.—Election will be held in 1914 to vote on \$50,000 5 per cent. 30-year township school bonds; denomination not less than \$100 nor more than \$1000. Address Hon. Jas. L. Johnson. G. Rosenthal is Secy. School Committee Raleigh Township.

N. C., Tarboro.—Bids will be received until noon Nov. 3 for \$20,000 5 per cent. bonds of Edgecombe county, excepting that part embraced within the boundaries of Rocky Mount Dist. and No. 6 Township of Whitakers Road Dist.; also for \$20,000 5 per cent. Edgecombe county bridge bonds; denomination not less than \$100 or more than \$1000; dated Jan. 1, 1914; maturity Jan., 1919 to 1928, inclusive. Address H. S. Bunn, clerk Board of Commsrs. Edgecombe County.

Okl., Newbern.—Resolution is passed by City Council to vote \$30,000 of water bonds. Address The Mayor.

Okl., Oklahoma.—Bids will be received until noon Nov. 3 for \$20,000 5 per cent. bonds of Edgecombe county, excepting that part embraced within the boundaries of Rocky Mount Dist. and No. 6 Township of Whitakers Road Dist.; also for \$20,000 5 per cent. Edgecombe county bridge bonds; denomination not less than \$100 or more than \$1000; dated Jan. 1, 1914; maturity Jan., 1919 to 1928, inclusive. Address H. S. Bunn, clerk Board of Commsrs. Edgecombe County.

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SIXTY-SECOND ANNUAL REPORT
OF THE
Nashville, Chattanooga and St. Louis Railway.

Nashville, Tenn., October 1, 1913.

To the Stockholders:

The Board of Directors respectfully submit the following report for the fiscal year ending June 30, 1913:

MILEAGE OPERATED.

	Single track.	Second track.
Main line.....	222.32	23.38
Centreville.....	69.91	
West Nashville.....	6.21	
Lebanon.....	29.21	
Shelbyville.....	8.08	
McMinnville.....	83.57	
Fayetteville & Columbia.....	86.25	
Huntsville & Gadsden.....	80.08	
Middle Tennessee & Alabama.....	36.58	
Tracy City.....	31.17	
Sequatchie Valley.....	68.30	
Rome Railroad.....	18.15	
Western & Atlantic Railroad (leased).....	136.82	6.33
Paducah & Memphis Division (leased).....	254.20	2.97
Total.....	1231.21	32.68
Of which mileage:		
There is owned by this Company.....	840.19	23.28
Leased.....	391.02	9.30
Located in the following States:		
Tennessee.....	89.93	24.53
Alabama.....	129.28	
Georgia.....	142.25	8.15
Kentucky.....	59.75	

The total mileage of all tracks is as follows:
Main track. Second track. Spur track. Side track. Total.
Miles owned..... 840.19 23.28 14.46 298.66 1179.69
Miles leased..... 391.02 9.30 3.74 151.88 551.94
1231.21 32.68 18.20 452.54 1734.63

GENERAL RESULTS.

(1231 Miles.)

EARNINGS.

From freight traffic.....	\$9,290,695.68
From passenger traffic.....	3,101,778.15
From transportation of mails.....	292,638.64
From express traffic.....	322,928.10
From miscellaneous transportation revenue.....	186,192.71
From non-transportation revenue.....	122,627.85
Total earnings.....	\$13,317,161.93

EXPENSES.

For maintenance of way and structures.....	\$2,123,364.77
For maintenance of equipment.....	2,380,794.75
For travel expenses.....	480,692.39
For transportation expenses.....	5,103,927.50
For general expenses.....	350,093.79

Total operating expenses..... 10,438,783.20

Net earnings from traffic..... \$2,878,378.73
To which add:Income from investments..... \$22,500.00
Interest from notes receivable, bank deposits, etc..... 53,624.32Hire of equipment—balance..... 309,629.02
Rental of equipment, etc..... 136,282.66

522,036.00

Net earnings from traffic and other sources..... \$3,400,414.73
From which deduct:Interest on bonded debt..... \$919,638.69
Taxes..... 304,071.46

Rentals (leased lines)..... 626,518.29

1,850,227.75

Net income..... \$1,550,186.98
Less:Cash dividend, three and a half per cent., payable February 3, 1913..... \$348,462.86
Cash dividend, three and a half per cent., payable August 1, 1913..... 349,469.32

688,932.18

Balance transferred to profit and loss account..... \$851,524.80

FINANCIAL.**FUNDED DEBT.**

The bonded debt as per last report was.....	\$15,885,000.00
First Consolidated Mortgage Four Per Cent. Bonds issued.....	557,000.00
	\$16,442,000.00

Less:
First Mortgage Seven Per Cent. Bonds retired..... \$300,000.00
Tracy City Branch Six Per Cent. Bonds redeemed..... 25,000.00

320,000.00

Bonded debt, June 30, 1913..... \$16,122,000.00

Of which there is owned by this Company and held in Treasury..... 848,900.00

\$15,274,000.00

Leaving bonds outstanding.....

COMPARISON OF TRAFFIC.

A comparison of traffic for the past ten years is shown by the following table:					
Fiscal Year.	Miles operated.	Gross earnings.	Operating expenses.	Net earnings.	Percentage of expenses.
1903-1904.....	1,201	\$10,206,022.33	\$1,501,030.19	\$8,242,992.14	74.28
1904-1905.....	1,226	10,113,056.69	1,652,650.04	8,460,406.65	71.68
1905-1906.....	1,226	11,120,982.21	1,854,913.22	9,266,068.99	73.13
1906-1907.....	1,230	12,238,472.05	1,930,161.43	10,308,310.62	78.51
1907-1908.....	1,230	16,738,252.96	1,818,059.91	15,920,193.05	76.20
1908-1909.....	1,230	11,122,114.23	8,350,790.99	2,771,413.24	75.98
1909-1910.....	1,230	11,637,203.56	8,437,258.36	3,199,945.20	72.59
1910-1911.....	1,230	12,323,862.82	9,279,959.85	3,043,902.97	75.39
1911-1912.....	1,230	12,262,675.10	9,378,871.26	2,888,803.84	76.48
1912-1913.....	1,231	13,317,161.93	10,438,783.20	2,878,378.73	78.39

The earnings and expenses per mile of road for the past ten years have been:

1903-4. 1904-5. 1905-6. 1906-7. 1907-8.

Gross earnings..... \$8,497.94 \$8,248.82 \$9,070.95 \$9,949.98 \$8,730.29

Operating expenses..... 6,312.27 6,169.40 6,814.78 7,310.70 6,652.11

Net earnings..... \$2,185.67 \$2,088.42 \$2,256.17 \$2,039.28 \$2,078.18

1908-9. 1909-10. 1910-11. 1911-12. 1912-13.

Gross earnings..... \$9,642.37 \$9,461.14 \$10,019.40 \$9,969.65 \$10,818.17

Operating expenses..... 6,789.19 6,859.56 7,544.68 7,625.10 8,479.42

Net earnings..... \$2,253.18 \$2,601.58 \$2,474.72 \$2,344.55 \$2,338.25

The train mileage for the year was:

REVENUE.

Passenger.....	2,608,856
Freight.....	4,143,927
Mixed.....	263,454
Special service.....	2,739—7,069,916

NON-REVENUE.

Passenger.....	24,638
Work.....	248,696—272,734

Total train mileage..... 7,371,750

Excluding special service, the gross earnings per revenue train mile were:

Passenger..... \$1.27

Freight..... 2.11

ADDITIONS AND BETTERMENTS—ROAD.

During the year there were charged to Property Investment, Road, expenditures for additions and betterments, as follows:	
Rights of way and station grounds.	\$18,942.41
Widening cuts and fills.	5,000
Bridges, trestles and culverts.	19,685.93
Grade reduction and change of line.	43,709.61
Increased weight of rail.	19,652.40
Improved frogs and switches.	142,053.73
Track fastenings and appurtenances.	553.80
Additional second tracks.	1,275.56
Sidings and spur tracks.	351,545.81
Terminal yards.	89,182.40
Fencing right of way.	5,747.78
Improvement of crossings—over and under grade.	1,520.41
Track elevation, elimination of grade crossings, etc.	1,893.64
Interlocking appliances.	79,826.63
Station buildings and fixtures.	217.20
Block and other signal apparatus.	8,352.19
Telegraph and telephone lines.	1,228.98
Road Machinery and tools.	2,265.69
Shops, engine houses and turntables.	5,407.52
Shop machinery and tools.	8,674.15
Water and fuel stations.	2,385.24
Other additions and betterments.	
Total.	\$785,862.26

ADDITIONS AND BETTERMENTS—EQUIPMENT.

The following expenditures were charged to Property Investment, Equipment, during the year:	
Locomotives.	\$133,851.18
Passenger train cars.	17,508.42
Freight train cars.	367,762.25
Work equipment.	939,280.74
Total.	\$518,182.47
Less depreciation on equipment during year.	330,559.24

ROAD DEPARTMENT.

The condition of the property has been fully maintained. The total expenditure for maintenance and improvements was \$2,369,227.03, or \$236.90 per mile of main track, as against \$202.52 for the year preceding.

There were 28.82 miles of new 85-lb. rail laid on the Chattanooga Division and 46.62 miles on the Nashville Division, replacing 68-lb. rail, and 2.86 miles laid on the Atlanta Division, replacing 68-lb. rail.

On the Memphis Division 91.90 miles of 80-lb. relay rail and on the Huntsville Branch 11.75 miles, replaced rail of a lighter weight. On the Columbia and Huntsville Branches 14.89 miles of 52-lb. rail were replaced by 58-lb. and 68-lb. relay rail.

The number of miles of steel rail in the main track owned and operated on June 30, 1913, is shown in the following table:

Miles Owned.	Miles Leased.	Miles Total.
63.90		63.90
53.74		24.50 78.24
213.41		1.30 214.71
60 pounds per yard.		75.45 75.45
65 pounds per yard.		174.09 15.05 189.14
70 pounds per yard.		.47 .47
80 pounds per yard.		190.13 271.86 461.99
85 pounds per yard.		144.45 2.86 147.31
Totals.		840.19 391.02 1,231.21

The main track mileage of the main line was increased 2.12 miles by the building of a new line into Hickman, and that of the Shelbyville Branch .07 of a mile because of moving the passenger depot at Shelbyville. The main track mileage of the McMinnville Branch was reduced 1.03 miles by classifying as side track the end of a spur to Old No. 6 mine at Bon Air. A new classification of side line mileage adds 18.20 miles to spur tracks and .52 of a mile to second track. There were 8.50 miles of second track and 12.83 miles of side track constructed and 4.35 miles of side track taken up. The net increase in all tracks is 19.17 miles.

There were 560,793 crossties and 394 sets of switch ties used in renewals, and 78,957 crossties and 124 sets of switch ties in improvements and for miscellaneous purposes.

There were 138,730 cubic yards of ballast used in maintenance of track.

BRIDGES AND TRESTLES.

There were 561 linear feet of pile trestle added and 2087 feet filled. 1297 linear feet of light span bridges were replaced by bridges of a heavier design. 122 feet of pile bridges were replaced by concrete spans. Standard ballast floors on crossties and timbers were substituted for the ordinary open floors on 522 linear feet of trestles and bridges.

BUILDINGS.

New depots were built at Hooker and Beacon and a new freight depot at McKenzie. The new depot for outbound freight at Memphis, for joint use with the Louisville & Nashville Railroad Company, was completed and is in use.

One 100-ton track scale was installed at K. C. Junction near Memphis.

Additions were made to the roundhouse at Paducah.

MISCELLANEOUS.

The reduction of the grade for double track between South Cherry Street, Nashville, and Glencliff, 3.3 miles, is nearing completion.

Subways were constructed at Trezevant Avenue, Barksdale Avenue, South Third Street, Main Street and Carolina Avenue, at Memphis, under requirements of ordinances of that city.

A contract has been let for the steel work of a new viaduct over Running Water Creek on the Chattanooga Division. The masonry was completed by the Company's forces on June 10.

SECOND TRACK.

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